JANUARY 7, 1961. VOL. CCXLIV. No. 3162. TWO SHILLINGS AND SIXPENCE

# THE SPHERE

## TRAVEL AND HOLIDAY NUMBER

RESORTS, TOURS, TRAVEL DIARY AND ADVICE


McVITIE & PRICE

*Makers of Finest Quality Biscuits*

EDINBURGH · LONDON · MANCHESTER

BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD

Cerebos

*Salt of crystal purity*

*The essence of feminine elegance . . .*

LES PARFUMS WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

For over a century
distinguished taste has demanded

CHAMPAGNE MERCIER

*Messrs. Jarvis, Halliday & Co. Ltd., 62 Pall Mall, London, S.W.1*

CHAMPAGNE MERCIER ÉPERNAY

COINTREAU

*Liqueur*

EXTRA DRY

*Sole Importers:* W. Glendenning & Sons Ltd. Newcastle-upon-Tyne.6.

WILLIAMS & HUMBERT'S

DRY SACK REGD

THE WORLD FAMOUS

SHERRY

*Life will go with a swing if you*

GET YOUNGER EVERY DAY

On

Wm YOUNGER'S

SCOTCH ALES

A PRODUCT OF SCOTTISH BREWERS LTD.

MOTOR UNION INSURANCE CO. LTD.

All classes of insurance transacted

10, ST. JAMES'S STREET, LONDON, S.W.1

MOTOR POLICIES


PUBLISHING OFFICE: INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

*Registered as a Newspaper for Transmission in the United Kingdom*

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6

FOR YOUR JOURNEY TO

# SOUTH AFRICA

RELAX IN COMFORT
ABOARD SOUTH AFRICAN AIRWAYS'

## BOEING 707 STRATOJET

Enjoy a swift and smooth flight to Johannesburg.
Four times weekly from London.

**ON TO AUSTRALIA**
For little more than the direct London—Australia fare you can fly on from Johannesburg by SAA's DC-7B aircraft via Mauritius and the Cocos Islands.

**THE BOEING'S GREAT**
**THE GOING'S GREAT**

## SOUTH AFRICAN AIRWAYS

IN ASSOCIATION WITH BOAC · CAA · EAA AND QANTAS
SOUTH AFRICA HOUSE · TRAFALGAR SQUARE · LONDON WC2 · TEL WHITEHALL 4488
*For reservations please ring VICTORIA 2323*

## Hotel COMMODORE PARIS

A ★ ★ ★ ★ A

12 BOULEVARD HAUSSMANN
(near Opera)
*of International Reputation*
*at the Centre of Activity*
200 ROOMS
with Private Bath and Telephone
THEATRES — INFORMATION
RESTAURANT — BAR
Phone : PROVENCE 93-00
Cables : COMMODORE, PARIS

## RUGGED...

ORB-STAMPED HARRIS TWEED leads a man's life. Strong, robust, exceptionally hardwearing. A traditionally superb tweed without so much as a single strand of synthetic fibre. The Orb Mark is your safeguard that the tweed has been *independently* inspected according to regulations approved by the Board of Trade, and that it is *wholly produced in the Islands of the Outer Hebrides.*

***So, always look for the Orb Mark before you buy—***

## HARRIS TWEED

HAND WOVEN
Harris Tweed
THE HARRIS TWEED ASSOCIATION LTD.
REGISTERED TRADE MARK Nº 319214
APPLIED IN ACCORDANCE WITH REGULATIONS APPROVED BY THE BOARD OF TRADE
HARRIS TWEED
COMPLETELY PRODUCED IN THE OUTER HEBRIDES FROM PURE SCOTTISH WOOL

*Issued by The Harris Tweed Association Ltd.*

# VILLARS

**CHESIERES—BRETAYE**
**Altitude: 4350 to 7350 ft.**

**THE SUNNY, GAY AND FASHIONABLE WINTERSPORTS RESORT IN FRENCH-SPEAKING SWITZERLAND**

*Hotels to suit every taste and pocket*

SHUTTLE TRAIN services to Bretaye

TWO CABLE RAILWAYS to Roc d'Orsay and Les Chaux over 7300 ft.

**12 CHAIR or SKI LIFTS**
**Carrying 5000 skiers per hour**

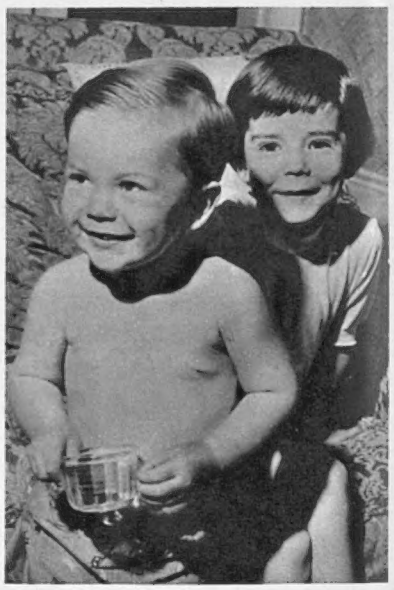
**Outdoor and indoor SKATING RINKS with artificial ice**

**CURLING**
**Excellent snow conditions, SPRING SKI-ING until April**

*Hotels open until Easter*

EASY TO REACH
by train : Paris—Milan line
air : Geneva Airport
or road : open all winter

*For information apply to your travel agent or to the Swiss National Tourist Office, 458, Strand, London, W.C.2.*



## *What of their Future?*

**A LITTLE HELP WHEN IT IS NEEDED IS WORTH A DEAL OF PITY**

This voluntary society has helped nearly 5,000 children during the past year (including spastics, diabetics and maladjusted).

Donations and Legacies gratefully received.

CHURCH OF ENGLAND

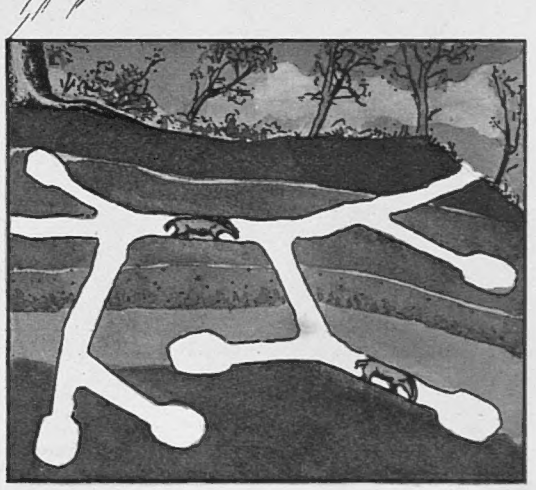
## CHILDREN'S SOCIETY

(formerly **WAIFS AND STRAYS**)
**Old Town Hall, Kennington, London, S.E.11**

# Underground movement

A long tunneller and a strong tunneller, the badger builds himself an intricate web of passages and dens in which to evade pursuit or retire from the noisy world outside.

It's a paradox of progress that man too—in getting even further away from nature—is going more and more underground. Tunnels for hydro-electric schemes, underground power houses—these and many other engineering feats are the work of man the tunneller—a skill which we have developed into a fine art. * * * * * In driving 40 miles of tunnels for the North of Scotland Hydro-Electric Board, Mitchell Construction captured and hold the World high speed rock-tunnelling record and constructed the first major underground power station in Britain.



*Many of these badger 'sets' have been enlarged and improved through successive generations and may extend for hundreds of feet into a hillside.*

# MITCHELL CONSTRUCTION

*Building and Civil Engineering Contractors*

THE MITCHELL CONSTRUCTION COMPANY LIMITED

WHARF WORKS . PETERBOROUGH

P.2784

In Harrods Winter Sports Shop, you will find a superb range of equipment and clothes for every member of the family—and you can also obtain practical advice from ski expert, Lotti Smith. The luxurious quilted nylon parka is selected from our wide range; the ski trousers are designed by Luis Ebster and tailored by us, price 13 gns.

Harrods

HARRODS LTD SLOane 1234 LONDON SW1

# Chilprufe

## days are here again

Cold days, damp days, changeable days — days which demand the protection that only Chilprufe Pure Wool can provide.

**Made in one quality only, the Best but in two weights, light weight and winter weight.**

Chilprufe does not chafe or restrict. There is no finer underwear for the active man who needs protection under all conditions. Invest in this most economical underwear. *A further refinement is a new range of garments in a mixture of Pure Wool and Pure Silk.*

*Write for*
*ILLUSTRATED FOLDER M.*
CHILPRUFE MILLS
LEICESTER

*You can rely on Chilprufe*

# THORNYCROFT

are exhibiting at the

## INTERNATIONAL BOAT SHOW,

Earls Court, January 4-14

*"MEDWAY GUIDE"*
*57 ft. Harbour Master's Launch for the Medway Conservancy Board, built at the Hampton Yard of John I. Thornycroft & Co. Ltd.*

**on stand J14**

A 21 ft. PILOT DESPATCH LAUNCH, examples of marine diesel engines from our range, an oil operated reverse gear and examples of our propellers.

**on the Pool**

A TWIN SCREW MOTOR SAILER. Length 30 ft., beam 9 ft. 6 in., draught 3 ft. 3 in. Powered by two RJD2 diesel engines each of 12½-16 b.h.p.. it has a speed of 8 knots with sleeping accommodation for four persons.

JOHN I. THORNYCROFT & CO. LIMITED, Thornycroft House, LONDON, S.W.1.

# FREE SUPER SHELL CONTINENTAL MAPS ARE ALL PART OF THE SHELL TOURING SERVICE

You know where you're going—but do you know the best way of getting there? Find out through the Shell Touring Service. Send off the special postcard which you can get at your local Shell station. In return, you will receive free Super Shell road maps of Europe and other useful material which will help make your trip a resounding success.* Once abroad there's more help: free planning maps and road literature are yours for the asking at over a thousand Shell stations throughout Europe.

You know where you're going: make sure you will get there. A safe holiday starts with Shellubrication. Book an appointment today at your nearest Shell station.

* For holidays in Britain, all Shell stations stock Super Shell maps of Britain—price only 1/- each.

SHELL

**YOU CAN BE SURE OF SHELL**

## *Hymn to the Sun*

*'You shine upon the faces of men and your beams strike to the very depths of the ocean.'*

Pharaoh Akhenaton 1214 B.C.

A few hours from Britain's winter grey you can bask in the sun on Alexandria's Mediterranean beaches or explore Egypt's beautiful and awesome monuments.

U.A.A., with 30 years' flying experience, offer you warm hospitality, speed and comfort.

**LONDON** to **CAIRO** and anywhere in the **MIDDLE EAST** including Tripoli, Benghazi, Beirut, Damascus, Jeddah, Khartoum, Kuwait, Arabian Gulf. Also to Kano, Lagos, Accra, Dohar.

Intermediate stops at **ZURICH, FRANKFURT, GENEVA, ROME.**
*First class and tourist on all flights.*

*Fly Comet 4c jets from British wintertime* **UAA** *to Egypt's sunshine time*

*United Arab Airlines*

FOR INFORMATION AND RESERVATIONS CONTACT YOUR AGENT OR
**UNITED ARAB AIRLINES 31 PICCADILLY, LONDON, W.1. Telephone: REGent 2395/6/7.**

# TESSIN

***Southern Switzerland***

**For a happy vacation the Tessin offers the realisation of all your dreams: mountains close to the shore of Mediterranean-coloured lakes, palms, cypresses and all fantastic riches of Riviera flora.**

## LUGANO ON LAKE LUGANO

Mild, sunny climate for ideal vacations. Beautiful lake and mountain scenery. Splendour of sub-tropical flora (mimosas, glycines, camellias, magnolias). Centre for excursions on the three north Italian lakes, mountains and valleys, to St. Moritz, Milan, Venice, etc. Cosy hotels and pensions of all categories (8,500 beds). Bathing beaches. Elegant shops. Golf, tennis, yachting, Kursaal, Gambling Casino Campione (roulette, chemin de fer, baccara), night clubs.

## LOCARNO ON THE BEAUTIFUL SHORES OF LAKE MAGGIORE

Here you can really enjoy spring holidays: the climate is wonderfully sunny and mild. Palms, camellias, azaleas, and the everlasting beauty of an enchanted land. Excellent choice of accommodation, sports, entertainments and excursions.

## ASCONA IDEAL SOJOURN FOR ALL YEAR SEASONS

Magnificent public beach with Lido, Golf (18 holes open all year), Garden-Golf, Tennis, Yachting-school, and all water-sports. Comfortable hotels and pensions of all categories. Airfield with aviation-school. Musical Festivals (September/October).

## BRISSAGO THE PEARL ON THE LAKE MAGGIORE

with its renowned isles and the very mild climate. Wide choice of excursion. Lido, water sports, fishing, tennis court, mountaineering, camping.

*For information apply to Swiss Federal Railways, Trafalgar Square/Strand, or direct to Official Information Offices, Lugano, Locarno, Ascona or Brissago.*



# GREECE

*and its islands*

*NOW is the time to make your reservations for*

- Easter Cruises from Venice
- Isles of Greece Cruises from Piraeus
- Istanbul—Troy—Pergamum—Ephesus and Isles of Greece Cruises from Piraeus
- Pullman coach tours within Greece
- Weekly regular services Venice—Ancona—Brindisi to Piraeus

CONSULT YOUR TRAVEL AGENT OR

**OCEANWAYS**

**STEAMSHIP AGENCY LTD**

Dept. D/1., 23 Haymarket, London, S.W.1.
Tel. TRAfalgar 6055-6



*London's leading photographic Agency*

# L.E.A.

***provides photographs, artwork and colour transparencies for advertising, commercial and editorial use.***

*L.E.A.* stock many thousands of photographs covering the following subjects: Child and Adult studies, Natural History, Views, Agriculture, Ballet, Theatre, Personalities and Animals. *L.E.A.* are also agents for leading artists, in specialised fields, including G. H. Davis, Dennis Flanders, C. E. Turner and Neave Parker.

*For further details, please write or telephone: The London Electrotype Agency Ltd., Ingram House, 13-15 John Adam Street, London, W.C.2 Tel.: Trafalgar 7020.*



## WORLD WITHOUT SHADOW

The shadow of insecurity and dependence need not darken the lives of the war-blinded Servicemen and women. Confidence returns with the skilful training given by St. Dunstan's which enables them to turn their talents to good account in a variety of trades and professions.

**PLEASE REMEMBER ST. DUNSTAN'S IN YOUR WILL**

*All information from*
THE LORD FRASER OF LONSDALE
*(Chairman)*

**ST DUNSTAN'S**

1, South Audley Street, London, W.1
*(Registered in accordance with the National Assistance Act, 1948)*

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

Volume CCXLIV No. 3162

# THE SPHERE

LONDON, January 7, 1961

© 1961. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

## MONUMENT TO BELGIUM'S CRISIS

Garbage has been piled round a kiosk in Antwerp. Dustmen joined in the nation-wide strike in Belgium, last week, and in many places refuse was not collected. The cause of the stoppage, which began before Christmas, was the Government's *Loi Unique*, a financial austerity measure to meet losses in Congo. This was strongly attacked in Parliament by the Socialist Opposition and the Socialist Trade Unions came out on strike. The Catholic Trade Unions instructed their members to stay at work. Just before the New Year it became apparent that the crisis was bringing out the long-standing differences between the Flemish (of Germanic stock) and Walloon (Latin) sections of the population. On King Baudouin's return to Brussels from his honeymoon in Spain there were demonstrations against him

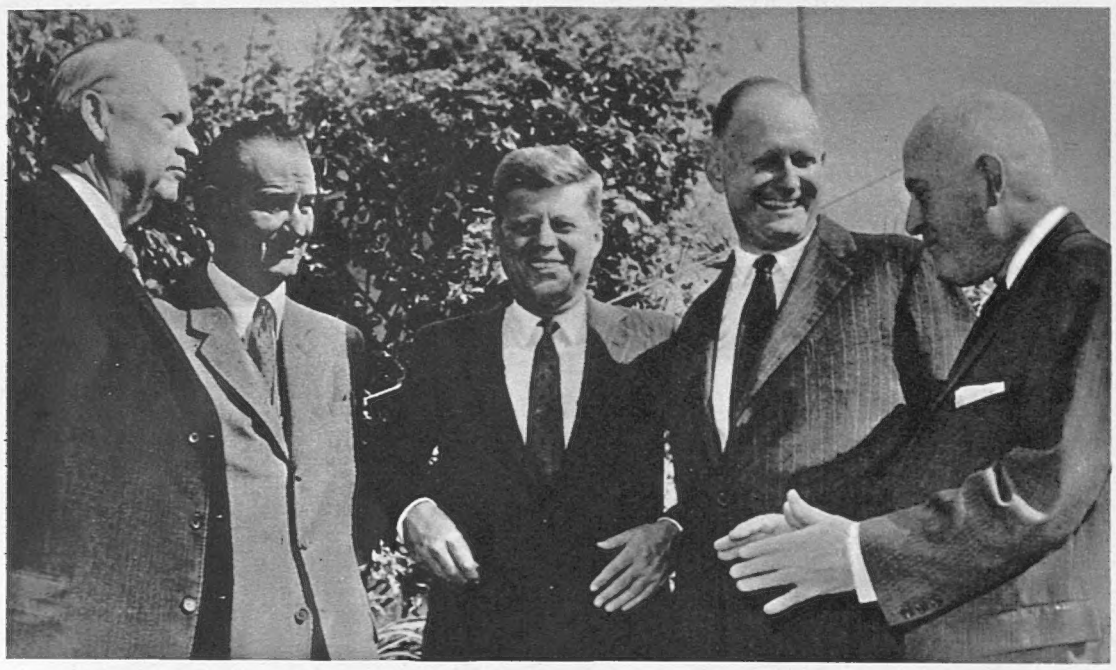
Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 5½d.

# NEWS SUMMARY

*The threat of nuclear catastrophe; fighting and famine in the Far East; Buganda votes for secession; Cuba accuses the U.S.; resignation of a popular London Ambassador*

## INTERNATIONAL

In **New York** Sir Charles Snow, the distinguished physicist and author, addressing the annual meeting of the American Association for the Advancement of Science, said last week that within the next six years twelve countries would have nuclear weapons at their disposal. In ten years some of these weapons will have been exploded through "accident, or folly, or madness." (Other countries likely to join the nuclear club include Communist China, France and Israel.) Sir Charles made a strong plea that the U.S. accept the limited risks involved in the suspension of nuclear tests. American scientists have been unable to assure their Government that they could, with certainty, detect all underground nuclear tests. (In May of last year, after the U-2 incident, the U.S. announced that underground nuclear tests were being resumed.) Sir Charles, who is in America as visiting Regents' Professor of English at Berkeley University, California, said that scientists could no longer remain "ethically neutral."



At Palm Beach, Florida, with President-elect John F. Kennedy are, from left: Senator Robert Kerr; Vice-President-elect Lyndon B. Johnson; Mr. Douglas Dillon, who is to be Secretary of the Treasury, and Representative John Rooney. They had met at Mr. Kennedy's home to discuss policy for the new United States Administration

## LAOS

On January 1 the Government of Prince Boun Oum in **Vientiane** stated that five battalions of North Vietnamese troops had crossed the frontier and occupied part of the border province of Xieng Khouang. This statement was denied by the Communist Government in **Hanoi,** the capital of North Vietnam, who declared that the forces operating in Xieng Khouang belonged to the Pathet Lao (the Laotian pro-Communist guerrillas).

In **Washington** President Eisenhower issued an immediate warning that the United States would take a most serious view of any intervention in Laos by North Vietnamese, Chinese, or any other forces in support of Pathet Lao. The President said his Government was mindful of its obligations under the South-East Asia Organisation Treaty of 1954. Seato consists of Australia, Britain, France, New Zealand, Pakistan, the Philippines, Thailand and the United States. Article 4 of the Treaty lays down that if the integrity of any state in the treaty area is threatened, the signatories shall consult together to agree on measures to be taken for their common defence. It was understood in **Bangkok,** the Seato headquarters, early this week that the U.S.A. was asking for an immediate meeting of the Seato Council.

(In September 1959 the then Laotian Government claimed that 3,500 Communists had invaded the country. A United Nations team was sent to investigate and reported that there had been only indirect support given to Laotian guerrillas by North Vietnam. In 1953 Laos was invaded by Communists. At that time the country was an independent sovereign state within the French Union. Agreement on the cessation of hostilities was reached at the Geneva Conference in 1954. An international Commission, consisting of representatives of Canada, India and Poland, was appointed to supervise the application of the provisions of the agreement.)

## CHINA

The year 1960 was one of natural calamities in China. This was freely admitted in the Chinese Press and by Pekin radio at the end of last month. In the north the harvest was seriously affected by widespread drought, while in the south the provinces of Kwangtung and Fukien suffered torrential rains and floods. Mines and factories were inundated as well as agricultural land, and railway lines were washed away. By December there was famine in many districts. The previous year had also been one of severe natural disasters, and to date it appears that the Chinese Government programme for flood prevention and land drainage has for the most part proved ineffectual. The present population of China is over 600,000,000 and is rapidly increasing.

## BUGANDA

Last week-end, at the start of the New Year in **Kampala,** the Lukiko, or Parliament of Buganda, voted by 79 to 8, with one abstention, to secede from the Uganda Protectorate and become an independent State. Sir Frederick Crawford, the Governor of Uganda, replied that he could not and would not give his approval to such a resolution, which would therefore have no effect. "In any case," he stated, "such a resolution was not in the competence of the Lukiko." After talks between Ministers of the Buganda Government and Sir Frederick, it was stated that everything in the Province would continue as before. Mr. Macleod, the Colonial Secretary, has said repeatedly that Britain would not permit Buganda to secede.

Buganda occupies over a quarter of Uganda, with Africans making up 98 per cent. of its population. It is the wealthiest of the four Uganda Provinces and contains the commercial capital, Kampala, and the administrative capital, Entebbe. It is believed that the demand for secession is motivated by the fear that with the growth of nationalism and the approach of independence for Uganda, Buganda will lose its traditional monarchy. Historically, Buganda came under British control in 1894; in 1900 the Uganda Agreement was signed. Since the last war there have been political troubles. In October 1953 the Lukiko called for self-government of Buganda and the King, the Kabaka Mutesa II, was deposed by the British Government. A further agreement was reached between the province and the British Government, keeping Buganda as part of the Protectorate but stating that the Kabakas should be its constitutional rulers. The Kabaka returned to his country in 1955. (It was under this latest agreement that Sir Frederick Crawford declared the Lukiko's decision null and void.) In an attempt to find a solution to the problem of the relations between Buganda and Uganda, a Relationships Commission under Lord Munster recently visited the country. Mr. Macleod announced last year that elections would be held this spring throughout Uganda.

## CUBA

Among other items on its agenda for a busy week, the U.N. Security Council in **New York** was due to meet to hear a complaint, made by Dr. Raul Roa, the Cuban Foreign Minister, that the U.S. was planning "imminent aggression." The growing alarm in Latin America at Cuba's aggressive policies was shown by the Peruvian action of breaking off diplomatic relations with Dr. Castro's Government. The Cuban *chargé d'affaires* was ordered out of the country. Last autumn, a number of Latin American states lodged complaints with the Organisation of American States that Cuban agents were fostering rebellion in Latin America.

## GREAT BRITAIN

The last public function of Mr. John Hay Whitney, the U.S. Ambassador to London since 1957, will be to speak at the Pilgrims' Dinner in **London** next week. His resignation was accepted by President Eisenhower last week-end. The National Press has published a number of tributes to Mr. Whitney. He announced that he planned on his return to New York to devote himself to the *New York Herald Tribune*, over which he acquired control two years ago, but he would keep his country home at Wentworth, in Surrey, and keep up his string of racehorses. Pictures from his magnificent collection of modern French art are on show at the Tate Gallery, London, until the end of this month.

# THE NEWS IN PICTURES

THE ROYAL FAMILY OFF FROM LONDON FOR THEIR HOLIDAY AT SANDRINGHAM

The Queen, with Prince Andrew on her lap, Princess Anne and the Duke of Edinburgh arrive at Liverpool Street Station on their way to Sandringham. **Below,** left: Before their departure from the station, Queen Elizabeth shakes hands with the stationmaster. In the group are the Prince of Wales and Princess Anne. Other members of the Royal Family at Sandringham for the Christmas holiday included Queen Elizabeth the Queen Mother; Princess Margaret and Mr. Armstrong-Jones; the Duke and Duchess of Gloucester with their sons, Prince William and Prince Richard; and the Duchess of Kent with Princess Alexandra and Prince Michael. On Christmas Day, the Queen made the Duke of Kent a Knight Grand Cross of the Royal Victorian Order and Princess Alexandra a Dame Grand Cross of the same Order. At the end of their holiday the Queen and the Duke of Edinburgh will set out on the Royal tour of India, Pakistan, Nepal and Iran. They will reach Delhi on January 21. This year, the Queen and the Duke will also visit Italy and West Africa.

AT LIVERPOOL STREET

PRINCESS MARGARET'S PRIVATE VISIT TO EIRE

Princess Margaret and Mr. Antony Armstrong-Jones leave Kensington Palace to fly to Eire on the first British Royal visit there for 32 years. The last member of the Royal Family to visit the Irish Republic was the Princess Royal in 1928. A crowd of 2,000 greeted Princess Margaret and her husband at Shannon on their arrival by a normal Aer Lingus flight. They were met by their host, the Earl of Rosse, the stepfather of Mr. Armstrong-Jones. They then left by car for the 65-mile drive to Birr Castle, County Offaly, the home of the Earl and Countess of Rosse. Other guests at the castle during the private ten-day visit included Mr. and Mrs. Jeremy Fry, Mr. Billy Wallace, and Lord Oxmantown, the Earl of Rosse's son.

HUNTING IN HAMPSHIRE

Enjoying the stirrup cup in Basingstoke Market-place before the meet of the Vine Hunt is the Mayor of Basingstoke, Alderman F. C. Townsend (centre), flanked by the joint-Masters, Mr. W. B. Porter (left) and Colonel Wiggin. Behind is the Hon. David Rhys. It was the first time for forty years that the Mayor had ridden with the Hunt. For many of the traditional Boxing Day Meets in Britain there was fine, cold weather. During this winter, hunting has been affected by foot-and-mouth disease: and over the Christmas period there were fresh outbreaks in Norfolk, Cheshire, Kent, Essex, Aberdeen (which was badly affected) and Flintshire. In addition, in some areas demonstrators against hunting were again active, drawing false trails by using aniseed or tame vixens.

A large crowd estimated at 100,000 gathered in St. Peter's Square, in Rome, to receive the Papal blessing on Christmas Day. Pope John XXIII gave his benediction from the central balcony of the Basilica. A few days earlier, in his Christmas broadcast, the Pope appealed for responsible leadership from all those who were in a position to influence public opinion. "We are glad," he said, "to raise our priestly arms to those with the greatest responsibilities who preside over the organisation of the social order—heads of State and of regional and civic administrations." The disturbances all over the world, he added, threatened not only the social order, but weak and unstable souls. Shortly before the New Year His Holiness again emphasised his belief in the necessity for peace and harmony in the internal structure of a country, as well as between nations. He also announced that in 1961 he proposes to promulgate a document concerned with every aspect of social activity

CHRISTMAS DAY SCENE IN ST. PETER'S SQUARE, IN ROME

Flames leap high into the night sky as a riverside timber yard in Barking, Essex, blazes furiously. The fire started on the afternoon of December 29. By about 10.30 p.m., however, the fire had been brought under control by fire squads from Essex, East Ham, West Ham, London and Middlesex. Many houses near the timber yard had to be evacuated because of the danger of flames spreading, and gallons of water were sprayed over petrol storage tanks on the other side of the river in order to avert an explosion. To aid the fire-fighting forces on land two fireboats were called from London, but they were unable to provide immediate assistance because of low water in Barking Creek. Shortly before high tide they came into operation, adding 6,000 gallons of water a minute to the 15,000 gallons a minute of the other appliances

TIMBER STACKS BLAZE AT BARKING, ESSEX

Water over the Niagara Falls is reduced to a trickle as the Falls and Niagara River are caught in the biggest freeze-up since 1936. In all but a few places on the Falls, water had stopped flowing completely. Where it was running, it sprayed back in the form of hail as soon as it came into contact with the ever-mounting ice barrier. The picture shows the new Observation Tower and Rainbow Bridge

ICE BLOCKS THE NIAGARA FALLS

**Far right:** The stern section of the tanker *Pine Ridge* is docked at Newport News, Virginia, after being towed more than 150 miles by two tugs. In violent seas off Cape Hatteras, the *Pine Ridge* broke in half and the bows capsized and later sank. The master and seven of the crew died, but the others, who were in the stern, were rescued

HALF A TANKER REACHES PORT

# THE NEWS IN PICTURES

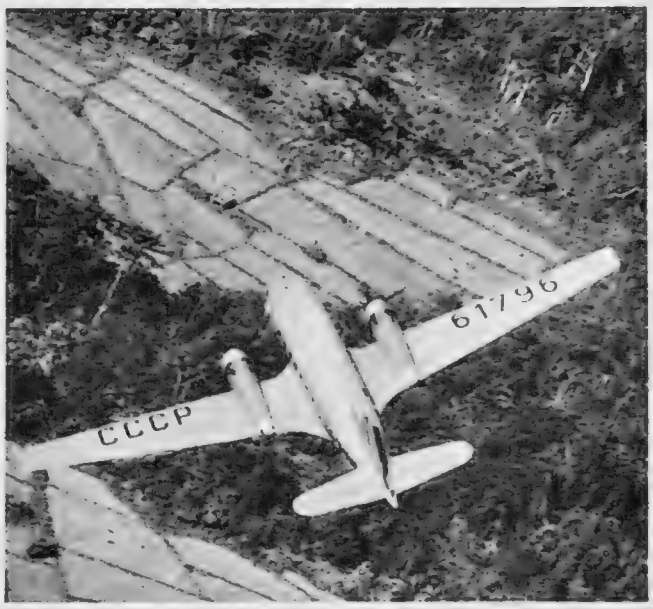
The aftermath of the three-day battle for Vientiane, the administrative capital of Laos, saw no lessening of tension. The Left-wing troops of Captain Kong Lae retreated north of Vientiane. They were being supplied with arms and other material by aircraft bearing Russian markings. An American unarmed transport observing these operations was fired upon. In Washington an American State Department spokesman revealed that there were differences between the U.S., Britain and France over the Laos situation. The British view was that a neutral Government should be established (as Prince Souvanna Phouma had been trying to do); but the U.S. supported the right-wing Prince Boun Oum

SEARCHING FOR FUEL AMID THE RUINS OF VIENTIANE

**Far right:** At Mokpo, in South Korea, a South Korean mother carrying a child is escorted off a Korean naval vessel. With a number of other Koreans she had been attempting to go to Communist North Korea. They were picked up by Japanese coastguard vessels while drifting in a fishing vessel and handed over to the South Korean navy

UNWILLING RETURN TO SOUTH KOREA

**Far right:** At Bakwanga in southern Kasai, Congo, Mr. Dayal, the United Nations representative in the Congo, inspects a Ghanaian Army detachment. He was said to be involved in a dispute with Western diplomatic representatives over the operations of U.N. troops. It was reported that the kidnapping of President Kivu from his capital, Bukava, by pro-Lumumba troops from Stanleyville was considered by some U.N. commanders to be an internal matter. There were also protests that Baluba and Lulua tribesmen in Kasai and Katanga were attacking trains




A RUSSIAN-BUILT AIRCRAFT DROPS SUPPLIES OVER LAOS

MR. DAYAL VISITS U.N. TROOPS IN CONGO

Captain Philippe de Gaulle stands with some of his officers on board the fast frigate *Le Picard* in Toulon harbour. The son of the President of France was taking over command of the ship, the main role of which is to engage in anti-submarine operations and escort duties

CAPTAIN DE GAULLE—A PRESIDENT'S SON TAKES COMMAND

**Far right:** Among those who gave evidence last week in the Algiers plot trial in Paris, was General Weygand. He will be ninety-four next Thursday (January 12). Maxime Weygand was Chief of Staff to Foch in World War I. In 1920 he reorganised the demoralised Poles and halted the Bolshevik advance on Warsaw. In 1940 he was Supreme Commander of the French forces when they surrendered to the Germans. General Weygand served in Marshal Pétain's Government but was arrested by the Germans in 1942 and held in concentration camps until 1945

GENERAL WEYGAND—A FIGURE FROM THE PAST

# DISORDER IN BELGIUM

A steel-helmeted policeman struggles with a demonstrator in Brussels

Piles of uncollected rubbish are burnt in a street

Tension lessened in Belgium last week-end but this was only so that the New Year could be celebrated in traditional fashion. More strikes and outbreaks of violence were expected during the week. As soon as he returned last week from his honeymoon in Spain, King Baudouin conferred with M. Eyskens, the Prime Minister, and also saw the leaders of the other major political parties. In a television broadcast on Sunday M. Eyskens appealed to his fellow countrymen " to stop trying to force political decisions in the streets." However, leaders of the strikers declared that they proposed to continue with their methods until the unpopular *Loi Unique* was modified. There was no confirmation of reports that the strikers would be helped by contributions from international trade union organisations.

King Baudouin and Queen Fabiola return. They had cut short their honeymoon

At a Press Conference M. Eyskens, the Premier, alleges " Communist cells " organised the strikes

Mounted police prepare to charge with their sabres drawn

Police armed with rifles wait for demonstrators who had been dispersed by water hosed from tankers

A clash near a Christmas-tree in the centre of Ghent. Strikers had stoned police, who replied by using tear-gas and throwing thunder flashes

A protest march in Brussels passes mounted police. **Right:** A demonstrator throws a stone at a newspaper office

JOHN CONNELL

# THE CRISIS IN BELGIUM

Most of its critics would agree that mine is a craft in which it is seldom customary to look back—especially at recent pronouncements and prophecies. Individual journalists, and newspapers, can become glowingly reminiscent about " the old days," twenty, thirty, or forty years ago; but at that range the mistakes and the omissions, the biased judgments and the false forecasts, can be slurred over and forgotten. The files are frayed and yellowed in a romantical fashion, and inconvenient and embarrassing cuttings have long since been lost. But to look back a week or ten days ago . . . this is like returning to a night-club at noon next day to retrieve one's lost cheque book; a seedy, unshaven waiter in a grubby apron plies a small broom feebly, one naked electric light bulb struggles against the invading sunshine, and a cockroach crawls tipsily across the stale, spilled gin on the bar. On the whole, a disillusioning and disconcerting experience.

This fairly accurately describes any effort, at the moment, to study the newspapers and weekly journals which were published in the few days immediately before Christmas 1960. It is merely necessary to add that the paper and tinsel decorations, the toys and mottoes from the crackers, swept into a pile with the broken glass and the crumpled funny hats, look especially nauseous. And anyone making this particular *recherche du temps perdu*, from the vantage-point (if that is the right description) of January 1961, is instantly aware of one significant omission. Nobody, until the last two days before Christmas, mentioned Belgium; and then only a few reporters who were interested, mildly, in the effect of the Belgian crisis on the plans of British tourists and holidaymakers. The political weeklies, dated either Friday, December 23, or Saturday, December 24, contained not a line between them about Belgium. The crystal-gazers, to a man, were off beat or off duty.

I have no desire to rejoice in their mortification (if any). Yet by Monday, December 26, it was obvious that Belgium, one of the most valuable (though not the largest) of our NATO allies, was in the throes of her worst industrial and political crisis since the end of World War II. I realised ruefully enough that we should have appreciated the warning signs. They were there, stark against the darkening sky, if we had chosen to notice them. A distinguished Belgian said to me in October, when we were discussing the official reports of the atrocities committed in the Congo, " The effects of this tragedy on my country go very deep, and they will last for years." I should have recognised a pattern of historical behaviour on which, as it happens, I have pondered a good deal and have evolved what, for lack of a better word, I can only call my own theory.

A demonstrator in Brussels breaks a bus window

This theory rests on a fundamental proposition which I know to be highly unfashionable, in our current intellectual climate. It is that nations are not mere constitutional or political abstractions, but are living entities, with personalities—I would frankly prefer to call them souls—of their own. Most historians and commentators nowadays are exasperated by such a concept, which defies their orderly analysis of political, social and economic forces; it is, to them, mere sentimentalism, like a Bernard Partridge cartoon of France as a gallant Amazonian maiden, broad of brow, ample of bosom, most unsuitably clad for battle, clasping a broken sword and holding her head high in proud defiance of a Hunnish foe. " Brave little Belgium " is to them a similar anthropomorphic whimsy.

Though perhaps my view of international politics is a trifle more sophisticated than that of a Bernard Partridge cartoon, I confess, without shame, that I am and I have been all my life a believer in " brave little Belgium." I believe that nations, like individuals, have ambitions, aspirations, and (in the current cant) corporate " images " of their own character and their own behaviour. Like individuals, nations grow up and mature, become senile and perish. Like individuals, they can be hurt spiritually, they can be shamed beyond bearing, and more can be put upon them—sometimes by their enemies, sometimes by their friends, and sometimes simply by circumstances—than they have the strength, the courage and the resilience to take. Then, like individuals, they have a nervous breakdown; and, as with individuals, this collapse, this failure of nerve, is bound to be most painful and can, in the end, be catastrophic.

I believe that we have seen many examples of this phenomenon—the collective nervous breakdown of a nation—in recent history; and I strongly suspect that Belgium came to the edge of it (perhaps over it) during the week-end of Christmas 1960. All the ingredients were there: multiplicity of internal tensions and stresses (French-speaking versus Flemish-speaking, Socialists versus Catholics, deep economic and social conflicts), a history of resistance to external pressures, and now—in the Congo—an overwhelming, desolating shock, a major traumatic experience. The Belgians, for all their stoicism, have endured too much in too short a time.

Diagnosis, of course, is far, far easier than cure. The history of Europe in the past fifty or sixty years, and of the Middle East even more lately, should make the difficulties of finding and applying the right remedial measures pretty obvious. Germany, which from 1870 onwards rapidly acquired a very powerful sense of personality, underwent a vast national nervous breakdown in the defeat of 1918, the collapse of the Hohenzollern Empire, Versailles, military occupation and the ruin of the mark in 1923. There was, under the emergency treatment of American loans, a delusive, heady resilience. But the national breakdown was by no means over. Adolf Hitler, the supreme political neurotic of this century, was both its product and its exploiter. West Germans now hold, with evident sincerity, the view that their long nightmare is ended ; but their country's convalescence has been very protracted, and her full recovery is even now dubious—in my view, at any rate.

A classic case-history of a nation in the throes of a nervous breakdown is that astonishing book, *Taxis of The Marne*, by Jean Dutourd, which has been strangely underrated in this country. Not all the effects of the 1940 collapse of France, in most ways the sanest and most civilised nation in Europe, have worked themselves out by any means. Algeria is a self-inflicted agony; yet in Charles de Gaulle France has probably the greatest psychiatric healer that Christendom has produced for many years. If anyone is fitted to effect the cure of France, the recovery of that lost and bewildered soul of France, it is de Gaulle.

Twelve years ago I was deeply involved in Middle Eastern matters, and it was this experience which led me to evolve my theory. I hold that their defeat at the hands of the Israelis induced in the Arabs—who had lived in an extraordinary fantasy world, largely of their own creation, ever since the end of the Ottoman Empire—a collective nervous breakdown, whose effects are still being felt throughout the Middle East.

These examples, I hold, should strengthen the chances of comprehension, if not of acceptance, of my theory in so far as it affects Belgium. For the last six months all those whom the Belgians had considered to be their allies and friends have been so busy upbraiding them for their alleged sins of commission and of omission both before and after their departure from the Congo, that there has been no time to reflect, calmly and compassionately, on its consequences—emotional and spiritual, as well as practical—for Belgium. These, it ought now to be apparent, have, in fact, been tragic in the extreme. There had to be an outlet, which took the form, at Christmastime, of internal, industrial faction and strife. Superficially this strife was about material questions, about resentment of, and resistance to, the austerity measures which the Government thought fit to introduce. If the real issue is, as I believe, on a spiritual plane, why should it take this very material pattern? Is it not because modern Belgium is, like modern Britain, a society in which material prosperity and security are greatly stressed—perhaps overstressed?

But we ought to be in no doubt about the poignancy of Belgium's recent spiritual and emotional ordeal. The Belgians, as a nation, took real and deep pride in their achievements in the Congo; they believed that their decision to transfer power into African hands, though it was almost as quick as a similar British decision in India fourteen years ago, was the right one. Its immediately lamentable results, their own people's hideous sufferings and losses in the Congo, and the storm of misunderstanding and abuse by which all that they have done and said has been greeted by the rest of the world (including their closest allies), have added up to more than they can take, and have precipitated a national nervous breakdown, which it will probably take a long time and heroic, patient efforts to overcome. As a side effect of emergent African nationalism, it is not without its irony, and not without its grim warnings for others —including ourselves.

Dummies wearing protective clothing are propped up in the Sahara as part of the radiation and blast tests carried out during the third French atomic bomb explosion, at Reggane

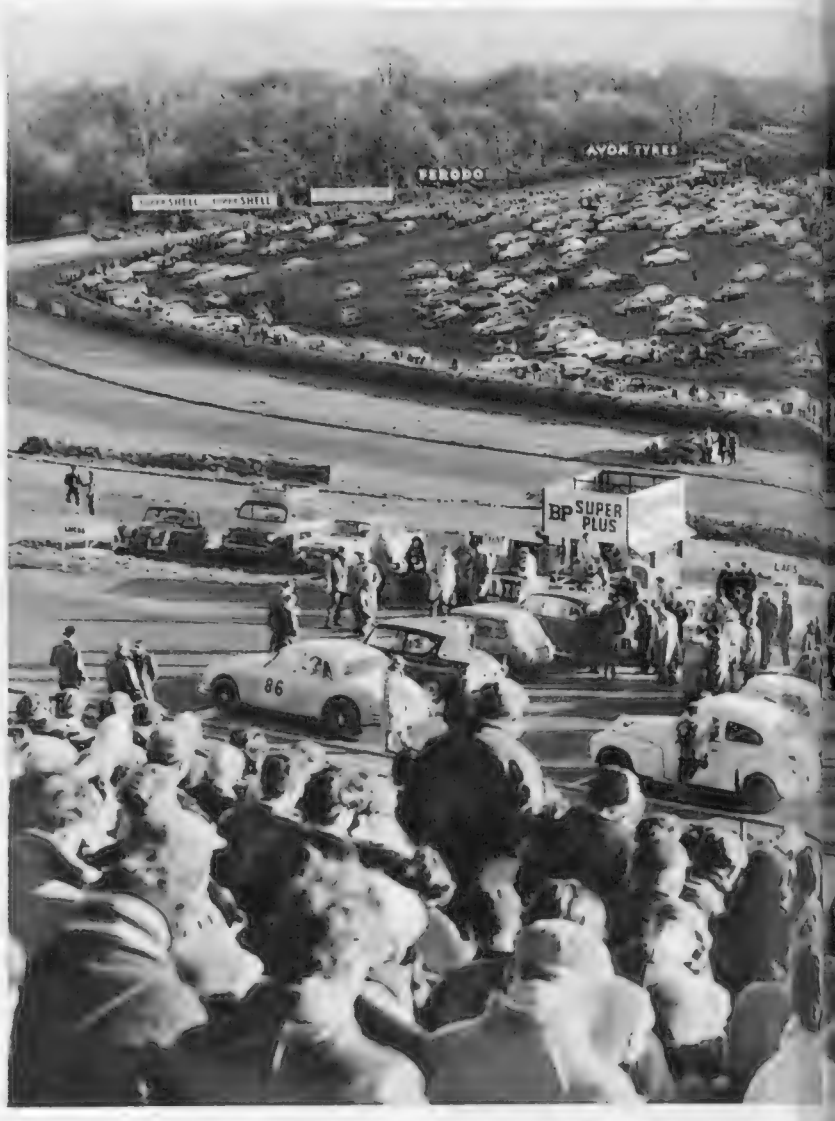
# FRANCE PREPARES

At the end of the Old Year, the third French atomic test was carried out at the Reggane experimental station in the Sahara. It was believed that the device had a power of only a few kilotons and was designed as a further step in producing a nuclear tactical weapon to be used by troops. The test was also regarded in political circles in Paris as a sign that French scientists were continuing in the direction of making a hydrogen bomb. (This would need a small atomic detonator.) The test was also used to study the effect of atomic blast on equipment and on animals: rats and mice were given various chemicals designed to cut down the effect of radiation.

At the same time, General de Gaulle was at his country estate at Colombey-les-Deux-Eglises preparing another radio and television broadcast on his Algerian policy. The nation-wide referendum on the future of Algeria is to be held on Sunday, January 8. One of the witnesses at the protracted trial of those accused of plotting the January rising in Algiers was Marshal Juin, France's most senior Army officer. He later sent an open letter to General de Gaulle, in which he said that he would vote "no" in the referendum. He described the President's Algerian policy as a gamble which would never be successful and claimed that General de Gaulle was going back on pledges to keep Algeria French. Marshal Juin was born in Algeria: he described his letter as a last cry of alarm from a man who wished to die there.

M. Jacques Soustelle (left) arrives at the "Algiers plot" trial in Paris. Another witness is Marshal Juin

In an archway of the shell of Coventry's ruined Cathedral Church of St. Michael, is a 3-ton granite boulder. It was brought to Coventry from Bethlehem shortly before Christmas and is to be made into a font for the new Cathedral, which can be seen in the background. The Cathedral is to be consecrated on May 25, 1962




Touring cars line up for the start of the ten-lap race at Brands Hatch, Kent, during Boxing Day. The winner of this race was Sir Gawaine Baillie in a Jaguar, at an a[v]

# A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

THE DAWN AT LAST? Some slight hope of better things this year (after 1960's nadir) was afforded by Kremlin hints that Mr. K. of U.S.S.R. would find it easier to concert measures to relieve world tension in his dealings with Mr. K. of U.S.A. We must not build summits on the hint, but we are entitled to cite evidence from history of the power for good or evil that has come from the personal regard or detestation and jealousy of heads of State. It is an appalling reflection that the well-being or doom of countless millions could be at the mercy of the likes or dislikes of a few individual leaders. We can be perfectly certain that, if there were any way in which the voice of millions could not only be heard but effectively and practically obeyed, the world would live at peace. There is no such way. Still as of old, the characters and personal feelings of a dozen or fewer world leaders decide the fate of countless millions. In modern times one man, Hitler, held in his hand the fate of the civilised world. In the last few years the personal dislike, felt by Mr. K. for Eisenhower, has blocked all approaches to saner relations between East and West. No one can seriously deny that this dislike sprang in part from the vulnerability to slights felt by a single thin-skinned man. No doubt, even that is a great simplification of complicated causes, but it deserves to be stressed and it enhances that tragedy of the eternal sacrifice of countless millions to the whims of individual leaders. As such, the possibility that the two Mr. K's may find some basis for frank and civil exchanges does give us some slight grounds for hope. Relief of the tension of ingrained suspicion is the first step, and unless I am wrong, Mr. Kennedy must realise that, if in his Presidency the first vital stage can be accomplished, his name will blaze in the roll of U.S. presidents ; and to that end he may be willing to take a calculated risk in allaying the blind suspicions about all Russian proposals which obsess his defence advisers.

WHITE PAPER ON RAILWAYS. The Government's White Paper containing proposals for the reorganisation of the railways was published the day before Parliament rose for the Christmas recess. We shall have to wait until the end of this month for a debate on it in the House. However, elsewhere the debate is already in progress on whether the proposed passing of the British Transport Commission should be mourned and the advent of a " pyramid " of autonomous boards welcomed. Fourteen years ago the Socialists hailed the nationalisation of the railways and road services as the means to give the nation at last an efficient and economical transport service. Some of the Tories hailed it as a disaster. Governments sometimes applaud their own wisdom but never acknowledge their mistakes. The last fourteen years have shown what co-ordination and integration have achieved, and now the unscrambling proposed in the White Paper is every bit as elaborate and complicated in its decentralisation, and rests on the distant hope that one day the results may lighten the annual drain on the taxpayers and passengers. All experiments—from Defence weapons downwards—are financially and practically leaps in the dark. Who can prophesy their ultimate cost or their chances of succeeding? A million or seventy million, an " economic service " or £1,600 million in the red? And if success should come, when will it come? The definitive blockbuster to prevent world war can only be acclaimed when war is declared. The White Paper's hopes of success can only be proved when all the elaborate chain of new commands has gained experience and momentum and when the public has clearly revealed its " pride and pleasure " in footing the bill to relieve the railways of their load of debt and in cheerfully paying still higher fares and freight charges.

A GIFT WITH A CONTINUING REMINDER

You will appreciate how delightful a gift " The Sphere " will make for any occasion with its weekly reminder of the sender. Its weekly pictorial coverage of world news, and its first-class writers, will especially appeal to the busy man or woman of affairs.

If sending it to a friend in the United Kingdom, order through W. H. Smith & Son, Wyman's, John Menzies or *any* newsagent; or send a cheque to our Subscription Department. If outside the U.K., send an International Money Order (obtainable at post offices throughout the world) to the Subscription Department—" The Sphere," 13-15, John Adam Street, London, W.C.2.

RATES OF SUBSCRIPTION TO " THE SPHERE " Published at 2/6 weekly

| THESE TERMS ARE INCLUSIVE OF POSTAGE | 12 months and Xmas No. | 6 months and Xmas No. | 6 months no extras |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| Great Britain and Eire ... ... ... ... ... | 7 12 0 | 3 18 6 | 3 14 0 |
| Canada ... ... ... ... ... ... ... | 7 0 6 (or $19.50) | 3 12 6 (or $10.50) | 3 8 0 (or $10.00) |
| U.S.A. ... ... ... ... ... ... ... | $22.50 | $11.50 | $11.00 |
| Elsewhere abroad ... ... ... ... ... ... | 7 14 6 | 3 19 6 | 3 15 0 |

eeting held annually on
peed of 64.21 m.p.h.

Mr. H. Colbeck, the First Whipper-in and Kennel Huntsman of the Cotswold Hunt, rides through a ford at Shipton Oliffe at a recent meet. Most hounds prefer to keep their feet dry, by using the footbridge

When will that be? It would be wonderful if the railways could draw off the roads masses of heavy lorries and one-man cars. But it is a question of £ s. d. Only once in the last six years have I travelled by train. It was a very uncomfortable and unpunctual journey and the only pleasant memory was the courtesy of the railway staffs of all grades. It has been much more comfortable, quicker and cheaper to go by road, even under present road conditions, and for years to come looks like remaining so. The regional boards should keep an eye on, and an interest in, other forms of transport. The taxpayer and traveller will need all the patience they can muster.

ARCHIVES OF HOLLAND HOUSE. A great mass of the Holland House papers have been given by Lord Ilchester to the British Museum, and they will be closely studied by students and writers of a period of English social and political history which has probably been more written up than any other. Lord Ilchester's father had a profound knowledge of London's own Manor House and was the perfect guide to its treasures before its destruction by German bombs. Moreover, he had read and annotated and arranged the vast mass of archives, and from them he produced at least five books, admirably edited. He gave me copies of some of them. These included *The Home of the Hollands*, 1605-1820; *Letters of Henry, Lord Holland*, 1743 onwards, for the Roxburghe Club; *Journals of Henry E. Fox*, 1818-30; *Chronicles of Holland House*, 1820-1900; and *Lady Holland to Her Son*, 1821-45. He therefore skimmed the cream. But there is plenty more. As with the Creevey Papers, more of interest can always be found, as items, once thought of little interest, become once more topical. Socially the great days of Holland House were in the eighteenth century, politically in the first half of the nineteenth, when Elizabeth, Lady Holland, ruled with a rod of iron, and leading Whigs, chiefly of the male sex, used her house as an hotel, and endured the landlady's tyranny. Creevey himself wrote thousands of words about her and her guests, and all the leading Whigs and wits frequented her company. John Allen, her doctor and librarian, probably knew her best and endured her longest. She was certainly the Queen Vixen of the Foxes, a clever, dominant, terrifying woman whose political influence was not diminished by the disapproval of ladies in society for her shady past. As for the house, gardens and surroundings, they were *paradise* any summer's day between 1640 and 1940; though some years before the Blitz Lord Ilchester's father realised that their day was done.

" MUDDED OAFS? " The football stars in 1960 were certainly mudded but anything but oafs. " If they strike," we are assured, " they will win." I think they are most likely to win, if they accept the Jeremiad that striking will " kill the game as we know it." The game as we know it to-day is not in my view very attractive, and in many games the falling " gate " suggests that many others think as I do. It is an affair of £ s. d. first and sport afterwards. The star players who play international football not unnaturally envy the Continental stars who can earn £6,000 a year out of football. They feel that their skill, in a world of bread and circuses, entitles them to star entertainers' salaries, the Babe Ruths' and the Kopas' salaries of baseball and football. And as long as the crowds queue up to enjoy their skill, they have a case. The rich clubs will pay fantastic sums to acquire for their herds the prize bulls and milk-yielding cows. The cups go to the highest bidders. It is not regarded as outrageous that a star who shoots three goals on Wednesday for a southern side should shoot three more for a northern side against his late club on Saturday. The players are bought and sold like cattle. There is local pride but little healthy regional rivalry in the game at all. It is just a matter of financial logistics. And I dare say the nimble accountants who manage the League clubs, dislike as much as I do (but for a different reason) the adulation poured out on the TV set by the sport-maniac department of the B.B.C. It tends to give the stars an exaggerated idea of their importance and financial deserts. Let them strike, if they feel like it and let us see what happens. If " the game as we know it " is killed, we shall bear it philosophically. If a better game emerges, well and good. But I dare say they won't strike. The public takes up and drops different games and fashions, and the spectres of " the dogs " or pingpong are menacing even to footballers.

BOUGH, SAW AND MONKEY. The S. and T. Research Department's report on the state of the shipbuilding industry is a model of restraint and impartiality. Its very moderation enhances the effect of its disclosures. In a very few years Britain has fallen from the leading shipbuilder among nations to a considerable importer of ships. Managements started the post-war period under great disadvantages *vis-à-vis* their competitors, and very little modernisation of management for greater efficiency had been done until recently. Higher wages are paid in competitor countries certainly, but overhead is reduced by greater efficiency, and the only salvation for British shipbuilders is by reducing costs to customers. But outstanding among causes for the decline is the myopia of the unions whose demarcation disputes have recently reached the nadir of common sense and prudence and whose authority over wild-cat strikers constantly grows less. It is much the same at the docks. It has been all too apparent in many vital industries. Memories of the dim past direct the actions of the present, and the future (even the immediate future) has no place in the picture. And yet the words of doom are written in large letters, in letters of fire whenever marked recessions take place and are revealed in statistics. But still, in blocs or in splinter groups, the sawing of the boughs goes on and when the bough breaks, the babies on the limb fall with it. In the shipbuilding industry the demand for ships is expected to fall in the next few years. As things are in the yards of Britain, the country's share in that vital industry must almost certainly still further decline.

THE OLD STAGER

ENTERTAINMENT

# CHRISTMAS SHOWS

PETER PAN at the Scala Theatre—Wendy (Juliet Mills); Peter Pan (Julia Lockwood); Michael (Michael Platt); and John (Barry Henderson)

YOUNG AT HEART at the Victoria Palace: The Crazy Gang at Ascot—Jimmy Nervo, Bud Flanagan, Charlie Naughton, Jimmy Gold and Teddy Knox

In terms of the long history of the theatre, the traditional English pantomime has had a comparatively brief flowering, although its roots extend far into the past. It was in the Victorian and particularly the Edwardian eras that the custom of taking the children to the pantomime became at all widespread. But with the growth of television and the disappearance of the music-hall, the recruiting ground for the speciality acts, pantomime has declined. But this winter, over the Christmas holidays, there is still a wide variety of shows to be seen. Of the stories, Cinderella is popular, performed in the ballet version at the Royal Opera House, with three different ballerinas in the leading role on different nights; and in the American version by Rodgers and Hammerstein. It was 100 years ago that Henry J. Byron produced a burlesque extravaganza based on *La Cenerentola*, containing for the first time the part of Buttons (or Buttoni, as he was then called). Elsewhere in London are versions of *Billy Bunter*, *Toad of Toad Hall*, and that classic of stories for children, *Emil and the Detectives*—not to mention *Peter Pan* and *Dick Whittington*. Finally there are *Snow White* on ice and the Crazy Gang at the Victoria Palace.

CINDERELLA at Covent Garden. Dame Margot Fonteyn is partnered by Michael Somes

TOAD OF TOAD HALL at the Westminster—Badger (Peter Hughes); Toad (Gerald Campion); Rat (John Warner) and Mole (Richard Goolden)

**Right:**
CINDERELLA at the Streatham Hill Theatre, S. London. Frankie Howerd plays Buttons



EMIL AND THE DETECTIVES at the Mermaid. Mr. Grundle (Norman Scace), Emil (John Bosch) and the Old Man (Robert Webber)

TURN AGAIN WHITTINGTON at the Palladium. In the spotlight is Norman Wisdom as Dick

SNOW WHITE AND THE SEVEN DWARFS at the Empire Pool, Wembley. Snow White (Sue Park) leaps over the dwarfs, Dopey (Kenny Baker) and Doc (Geoffrey Claydon)

CINDERELLA at the Adelphi Theatre. In this version of the fairy tale are the King (Jimmy Edwards) and the Lord Chancellor (Arthur Howard)

# THE VOICE OF THE COMMON

## CANADA

In 1961 Canada and the United States should begin construction of the Columbia River Hydro-Electric Power Project in southern British Columbia, the largest project in Canada since the construction of the St. Lawrence Seaway. The capital cost to Canada for the construction of storage facilities and transmission facilities required to produce the downstream power benefits and deliver them to the market areas is expected to be approximately $450,000,000 (£160,000,000).

The reservoirs for the project will be on the Canadian side and will provide storage for 15·5 million acre feet of water. It will mean the dislocation of some 1,600 people. The water would be released under an agreed plan of operation designed to regulate the flow of the Columbia River for the purpose of improving hydro-electric production and flood-control protection downstream.

In its natural state, the flow of the Columbia River at the border can vary as much as 40 to 1 because of seasonal fluctuations. As a result, control reservoirs can very greatly increase the amount of power that can be produced to meet industrial and domestic needs. In return for this regulated storage, Canada would receive in kind one-half of the increase in hydro-electric power downstream in the United States attributable to the operation of the Canadian storages. Also flowing into Canada would be about $65,000,000 in cash representing half the amount saved by the United States on flood damage made possible by the construction of three dams in Canada.

It is estimated that, when construction of the Canadian storage is completed about 1970, Canada's share of the downstream power benefits will be approximately over 6 billion kilowatt hours of annual usable hydro-electric energy. The power will be generated by turbines on the U.S. side of the border. With over 90 per cent. of their total electricity produced from water power (at only half the cost of that generated in thermal electric plants, using coal as fuel), Canadians enjoy one of the lowest rates per kilowatt hour in the world, and on a per capita basis, are the second largest consumers of electricity in the world.

The availability of cheap electricity has not only been a most important factor in Canada's industrial development, but it has brought many amenities to the average Canadian household. To-day about 95 per cent. of all Canadian homes are served by electricity; over 96 per cent. have radios, more than 75 per cent. have television; over 80 per cent. have electric refrigerators, washing machines and telephones. About half use electric stoves for cooking. And as yet little more than one-quarter of water power resources have been developed.

Kootenay Flats will be a site for a dam in the Columbia River power project

The Prime Minister of Western Samoa shows his C.B.E. to Mr. G. R. Laking, the Acting New Zealand High Commissioner in London

## NEW ZEALAND

Among the numerous countries for which independence is either a recent reality or a near probability, one of the smallest is Western Samoa. The setting is not this time in Africa, but in the two beautiful central Pacific islands of Upolu and Savai'I, which form the 1,100 square miles of its territory. Its population of just over 107,000, 95 per cent. of whom are Christians, includes 5,000 Europeans.

Western Samoa has not been independent for sixty years. A dispute after the death of the Samoan king in 1898 resulted in a commission being sent there by three interested powers—Britain, the United States and Germany—and it was agreed in 1900 that the United States should annex Eastern Samoa and that Germany should take Western Samoa. Following the outbreak of war in 1914, New Zealand forces occupied the German area. A mandate for the administration of the territory was conferred on New Zealand in 1919, and a civil administration was subsequently set up.

After the Second World War the United Nations approved a Trusteeship Agreement for Western Samoa with New Zealand as administering authority committed to promoting self-government for the territory. Since then there has been steady progress on constitutional development. In 1957 the New Zealand High Commissioner withdrew from the Legislative Council which was henceforth presided over by an elected Speaker. On October 1, 1959, Cabinet Government was inaugurated with the Honourable Fiame Mata'afa Faumuina Mulinu'u II as the first Prime Minister. Western Samoa now possesses complete local autonomy; its external affairs are conducted by New Zealand.

The Prime Minister was a recent visitor to London as the guest of the British Government, on his homeward journey, after attending the General Assembly of the United Nations in New York as the Prime Minister of Western Samoa and the representative of the Samoan Government with the New Zealand delegation for the discussion of the item on the Trust Territory of Western Samoa.

He explained to the General Assembly the terms of Western Samoa's proposed new constitution, drawn up by the Samoans themselves in October 1960, and the United Nations agreed that a plebiscite based on universal suffrage and supervised by the United Nations should be held in May 1961, as a prelude to the independence which the territory is expected to attain on January 1, 1962. The General Assembly has appointed a plebiscite commissioner, Mr. N. Rifai, a representative of the United Arab Republic, to supervise the plebiscite. The Samoan people will then be asked to answer two questions: (1) Do they agree with the constitution adopted by the Constitutional Convention on October 28, 1960; (2) Do they agree that on January 1, 1962, Western Samoa should become an independent State on the basis of that constitution? The Western Samoans are expected to agree to the constitution and the ending of the Trusteeship agreement, and it is expected that a close working relationship will continue to be maintained between an independent Western Samoa and New Zealand.

It was the first visit to the United Kingdom of the Hon. Fiame Mata'afa, who has been president of the Samoan Planters' Union since its inception in 1956 and is a director of the Western Samoa Trust

# WEALTH

*A gigantic new Canadian-U.S. electric power project; Western Samoa moves towards independence; the past twelve months in Pakistan*

*The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"*

President Ayub Khan, of Pakistan, receives a key of the city from the Governor of Tokyo. The President visited Japan last month

Estates Corporation, which controls large copra and cocoa plantations in Samoa. During his visit he was granted an audience with the Queen and invested with the C.B.E. Their frequent choice as a location for film productions is sufficient tribute to the beauty of the Pacific islands from which he comes. The Samoans, Polynesians like the Maoris in New Zealand, live chiefly by agriculture and fishing, in village communities which are largely self-supporting. They produce copra, cocoa and bananas for export. Robert Louis Stevenson spent his last years in Western Samoa and is buried near Apia, the capital and only town.

## PAKISTAN

Though mankind's view of the year that has just come to a close cannot but be clouded by the memory of its special turbulences, for Pakistan it was at least an eventful year. Of considerable significance to U.K.-Pakistan relations was President Ayub Khan's visit to London to attend the Commonwealth Prime Ministers' Conference in May. The President met and discussed affairs with members of the U.K. Government and other Commonwealth Prime Ministers. It was during his stay in London that the President invited Her Majesty the Queen to visit Pakistan. The people of Pakistan await this visit with eager and affectionate anticipation.

During the year the President also paid visits to the Middle and Far East. In the Middle East his itinerary included Saudi Arabia and the United Arab Republic. In the Far East it included Burma, Indonesia, Philippines and Japan. The purpose of these visits was the obvious one of further cementing Pakistan's ties with her neighbours.

Nearer home, an event of great national moment was the launching of the second Five-Year Plan. Though, broadly speaking, this plan begins from where the first left off, it has paid particular attention to removing the weaknesses of the first. For instance, a notable disadvantage of the first plan was comparative neglect of agriculture. In consequence, while the country's industrial production expanded, Pakistan still had to import food annually to the tune of over a million tons. Self-sufficiency in food is one of the main objectives of the Second Plan. The stage seems well set for its attainment as the plan period of five years is expected to bring into play the moral effects of land reforms introduced earlier. In other sectors of the economy, the plan aims at well-measured improvement.

The year saw the signing of the Indus Water Treaty between India and Pakistan which is truly a landmark in the story of Indo-Pakistan relations. The treaty which took over eight years to negotiate disposed of a major dispute which was as old as Pakistan and India as independent nations. Its political and economic repercussions are expected to be great. It has, above all, demonstrated the tractability of Indo-Pakistan issues when tackled rationally and with goodwill. Mr. Nehru's visit to Pakistan to sign the treaty provided an opportunity for discussing other questions. Though there was disappointment over lack of progress in other fields, it was by no means regarded as the end of the line. President Ayub Khan is expected to go to India on a return visit when discussions will continue.

The year saw the continuance of the process of reform and consolidation that began under President Ayub Khan in 1958. Early in the year elections to "Basic Democracies" had been completed, and during the ensuing months union councils went into operation. The Constitutional Commission appointed in the early part of the year proceeded with its assigned task and is about to conclude and submit its report.

The year also brought extensive tragedy to Pakistan. Two cyclones of unprecedented ferocity lashed the southern part of East Pakistan within three weeks of each other, laying completely waste a large area, and taking a toll of human lives now estimated at well over 10,000. It was a staggering blow, but the people have taken it with great fortitude. The Government of East Pakistan, aided by the Central Government, is trying to repair the vast damage suffered. The leadership provided by the Government is fully matched by the resilience of the people with which this challenge is being met.

**Left:** Mr. Olu Oyesanya and Princess Tanimowo Oluremi, both of whom are Nigerians, stand outside St. Bride's Church, Fleet Street, in London, with bridesmaids and guests after their wedding on Christmas Eve. Mr. Oyesanya is an information officer at Nigeria House in London, and his bride, who is the daughter of an African chief, has recently qualified as a barrister

# EMINENT INVALID

Smoking the familiar cigar, Sir Winston Churchill leaves his London home in Hyde Park Gate to drive to Chartwell, his estate in Kent, for Christmas. Apart from two visits to Harley Street for X-ray examinations, it was his first outing from the house since his accident. In the middle of November Sir Winston slipped in his home and fractured a small bone in his back. A fortnight later he had sufficiently recovered to celebrate his eighty-sixth birthday with members of his family. At Chartwell for Christmas, members of his family were also present. Last week a member of his staff stated he was " much better " but that no plans had been made for him for the immediate future. A few hours before his accident the Member for Woodford had been in his seat in the House of Commons. He first became an M.P. in 1900. At that date another future Prime Minister of Britain, Harold Macmillan, was aged six. Two days before New Year 1961 Mr. Macmillan was invited to dine at Chartwell. A personal link between these two Prime Ministers is that they both had American mothers.

# FIRST GLIMPSES OF BRITAIN

By **JOHN MAY**

*Every year, several hundred thousand visitors arrive in Britain by sea or air. What they first see of the British Isles may easily colour their whole stay here. And what is this likely to be? Here are impressions of what a first glimpse of Britain may be.*

By luxury liner and by passenger-cargo ship, swooping smoothly into London Airport by jet plane, or driving slowly ashore with a gentle bump from the Channel car-ferry in their own automobiles—to this sceptred isle set in the silver sea come every year 1,500,000 visitors from all parts of the world. A tiny island showing increasingly high " personal magnetism " for attracting guests, how does Britain appear on first acquaintance? What do the hundreds of thousands see journeying in from the Americas, from Europe or from the far Antipodes?

Like the sailors in the song who joined the navy to see the world, they see—first and foremost—the sea: the romantic Atlantic, the terrific Pacific. From Melbourne, 13,000 miles of sea. From Cape Town, 6,000 miles of it and from New York or, say, Quebec, roughly 3,000 miles of just endless ocean. Or, if travelling by air, they see clouds—wonderful skyscapes impossible for any but a poet to describe. Water, either solid or in vapour form, makes the scenery all the way.

Flying fish, sporting dolphins, a phosphorescent wake, the glimpse from the air of a silver river or towering mountains, these merely pique the waiting imagination. " Much have I travelled in the realms of gold and many goodly states and kingdoms seen; round many western islands have I been . . . " the traveller might say (echoing John Keats). What magic will he find on first looking " with eagle eyes " and perhaps a little " wild surmise " upon the British Isles?

Distant shores are seldom as dramatic to the eye as to the imagination. They are best discovered nearer, on coming on deck with the morning sun, or on bursting through cloud into an airline pilot's view of some well-known and well-loved scene. What, then, is it that first spells " England! " to the visitor to Britain?

No Statue of Liberty, no skyscraper, no Sydney harbour bridge amazes the sight. But Britain has its own historical appeal that no country in the world can rival. Take, for instance, the Port of London's landmarks, Tower Bridge and the Tower of London. The Tower is in fact not one but many towers, set in a medieval fortress of grim grey blood-soaked stone, where Henry VIII decapitated surplus wives, where the fabulous crown jewels are normally housed, where Sir Walter Raleigh languished until his final despairing bid to find gold in the Americas, and where to-day the Yeoman Warders wear a Tudor uniform of blue, with scarlet-lined cloaks, and pie-shaped bonnets.

Our song-famed white cliffs of Dover are more celebrated than the white cliffs of Newhaven, but both are equally evocative when sunshine gleams upon them. By night, out in the Atlantic, the expectant visitor standing with a companion under a clear sky on the deck of a ship Eastward-bound first glimpses Britain as a double-flashing light from as much as eighteen miles away. The flashes come from the giant Bishop Rock lighthouse, rearing high into the salty air from a pinnacle of rock four miles west of the Scilly Isles.

The keenly watching traveller, eager for his first glimpse by land or sea, does not approach unobserved. Electronic minions guide him as a flying guest swiftly in. Six hundred stalwarts of another vintage breed look after the older system of 1,600 lights and lightships around Britain's coast to guide the sea traveller. It was the first Queen Elizabeth who set them up systematically " whereby may ships the better come unto their ports without peril." And first recruited as a force against smugglers, Her Majesty's Coastguard also watch from 157 stations on 6,000 miles of coastal Britain to keep ships safe—500 of them as full-time men and (typically English arrangement) 5,000 as sparetime volunteers.

Those officials who not only see but count our visitors know that over 650,000 come each year from the United States of America and the Commonwealth. The U.S. is slightly in the lead as to numbers (352,800 as against the Commonwealth's 305,000 in 1959—the 1960 figures not yet being complete). Next for frequency of visits are Germany (148,000), France (162,000), Holland (87,000) and Belgium (51,000).

Busiest month of the year for Britain as host is July, with over a quarter-million guests. Next in order follow August, June, September and May. Dark but merry, December is nearly as busy as springtime's March or April. Last year (1960), though the statistics are not yet final, visitors increased by 20 per cent. over 1959. Many of the extra travellers came from the U.S.A. and South America, but the new " Visitor Cards " system to replace passports for Belgium, Holland and Germany increased the flow also across the English Channel.

By sea come slightly more than half of the visitors, as opposed to the half who fly. And for the greatest number of these sea-travellers, Southampton and Southampton Water are the way in. As this country's premier ocean passenger port, Southampton deals with more than 50 per cent. of the ocean passengers between the United Kingdom and non-European countries, and 80 per cent. of those from the United States. History here, as so often, was made by geography. In the centre of

(*Continued on following pages*)

The white cliffs of Dover, which are so familiar to passengers on cross-Channel steamers

The P & O-Orient liner *Arcadia* passes the Needles off the Isle of Wight

Southampton, Britain's largest port, is seen from the deck of the liner *Queen Mary*

Looking over London Airport from a helicopter. London is one of the main air-traffic centres of the world

A British European Airways view of W

# FIRST GLIMPSES OF BRITAIN

(*Continued from page 25*)

Britain's south coast, within easy reach of France's Channel ports of Havre and Cherbourg, Southampton also has a sheltered position at the head of the deep and broad estuary giving easy access to the English Channel. Further, it has double tides, giving almost constant water level for two hours twice daily.

To port, as our ship enters the Channel bound for Southampton, first glimpse of England's green and pleasant land may well be the Lizard, the southernmost point of the British Isles, if we overlook the Channel Islands. Thereafter come Plymouth and the South Coast, and soon the Isle of Wight—Queen Victoria's favourite resort, where her Poet Laureate, Alfred Tennyson, exclaimed, in an enthusiastic but hardly felicitous phrase, that the air was " worth sixpence a pint."

Wight's most famous seamark is the series of jagged upturned rocks at its western promontory, the Needles. Coming towards Southampton Water, and passing Portsmouth, there are Royal Navy ships galore, and in summertime the white wings of beautiful racing yachts. Ferry boats dodge astern of passing liners and the shoreline is castellated with the great squat cylindrical tanks of oil refineries and stores.

So, graciously, to the dockside at Southampton, come the largest liners in the world, the *Queen Elizabeth*, the *Queen Mary*, the *United States* and many more. Their beauty towers over the buildings which no amount of architectural ingenuity can make into anything much more than landing sheds, while the upraised arms of sky-pointing derricks make a salute of welcome. The first glimpse of quaysides, railway sidings, and even the new reception hall at Berths 105-6 in the New Docks, opened in November by Field Marshal the Rt. Hon. Viscount Slim, frankly, cannot compare with the glory of the seawards view, with the tugs escorting home the great ladies of the oceans.

But the new reception hall has all the amenities—buffet, writing-desks, *bureau de change*, bookstall, telephones, railway booking office, comfortable seating, and its own railway platform where boat-trains arrive and depart. Handling ships from Australia and New Zealand, this is the eighth new reception hall at the port since 1950 brought completion of the Ocean Terminal for transatlantic liners, through which alone more than 100,000 passengers pass in a year.

Docking in London is perhaps the most exciting way of first glimpsing Britain by sea. Waters controlled by the Port of London Authority flow 50 miles below London Bridge, ending where the estuary is a ten-mile width of sea. An imaginary line from Havengore Creek, in Essex, to Warden Point, on Kent's Isle of Sheppey, ends the port and the River Thames, so that four " seaside " resorts—Sheerness, Shoeburyness, Thorpe Bay and Southend—are actually river resorts. Entering the Thames, the ship passes the revolving light of the Nore, and soon sights Gravesend to port and Tilbury's deepwater jetty for the big ships to starboard. Here is the pilot station of the London River, where fleets of tugs wait to help the big passenger liners manœuvre.

At Halfway Reach, a spiderman's filigree gateway to London is made by giant pylons that carry electric cables across. They are 417 ft. high and 1,000 yards apart. Next, to starboard on the Essex bank, the famous Ford works, so recently the subject of international bargaining between Britain and the U.S.A., come into view.

History gathers as thick as a winter fog as London creeps nearer. On the south bank is Greenwich Royal Naval College, a masterpiece by Sir Christopher Wren, and the National Maritime Museum—which treasures relics of such men as Horatio Nelson and Admiral Vernon, " Old Grog," who wore a grogram cloak and, by ordering the Navy's rum to be diluted with water, gave his name to the issue of what sailors call grog (rum-and-water). Tugs with strings of heavy-laden barges slide by. Dredgers and colliers, hoppers and tankers, timber ships and odd craft join the busying traffic. Then, just before London Docks, come Wapping Old Stairs, the famous spot where Captain Kidd and other pirates were accorded the grim " Grace of Wapping ". . . being hanged and left in chains until three tides had washed over them.

How can other ports of arrival compare with London? Each has its own landmarks which catch the eye of the well-informed visitor. Liverpool—its Liver building, with the fabled Liver birds atop, and the Cunard building, headquarters of the famous Cunard line. Hull—its new Riverside Quay, with famous ships of the past portrayed as a mural in the passengers' waiting room. Harwich, through which passengers travel on the London-Moscow Express. Dover—with the castle on the white clifftop and such car ferries as the *Lord Warden* coming in at speed, stern first with the aid of a bow rudder so that cars can land from her stern doors.

No large aircraft yet emulates such tactics by, say, landing vertically. But the swoop into a smooth landing at London Airport, Gatwick, Southend, or the other airports of Britain, gives little time to glimpse much, apart from the bold, wide asterisk of intersecting concrete landing lanes, the fussy patchwork of fields outside the airport, and the corduroy of rows and rows of dwellings.

That there are so many lanes and planes (like model toys when seen from the air), so many people, so many parked cars (like colonies of shiny beetles) and such vast impersonal distances—this is the impression of a first glimpse of, say, London Airport. Without an internal-combustion engine to propel him in some kind of vehicle, earthbound or bound for the sky, man's own personal machinery of propulsion here seems utterly puny.

But while the airport is so strongly and functionally patterned, in such ultra-modern style, coming into London the visitor may glimpse a glorious view of something ages old but equally striking and strongly designed: Windsor, the busiest and most dignified castle in the world.

This is the heart of monarchic Britain. What better first glimpse could any traveller wish than this? What more inspiring than to see, nestling in the Castle precincts, medieval St. George's Chapel, the Chapel of the Order of the Knights of the Garter, whose motto of " *Honi soit qui mal y pense* " might well be considered the foundation of the courteous good manners and gracious welcome which surely is the right of every visitor to Britain to receive?

astle. To the left of the Round Tower are the State apartments

Liverpool Docks on Merseyside. An Aerofilms photograph

Inside the new Passenger Terminal, built by the British Transport Commission, at Southampton

The Terminal Building at Gatwick Airport, in Surrey

The *Maid of Kent*, in the right-hand loading berth, and the *Lord Warden* in Dover Harbour

The long pier at Southend, on the Thames Estuary, is a landmark when flying into Southend Airport

BRIAN VESEY-FITZGERALD

# IN THE SURREY HILLS

The main feature of the Surrey landscape is, undoubtedly, the great chalk ridge that runs east and west from Tatsfield on the Kent border to Merrow Down by Guildford and past Guildford to the Hog's Back, which drops down to Farnham on the Hampshire border. But this great chalk ridge is not the most interesting feature of the Surrey landscape. That, beyond question, is the Lower Greensand, which lies to the south and roughly parallel with it.

Along the southern edge of the chalk there runs, narrowing from east to west, a strip of the Upper Greensand and all along this strip, and also narrowing from east to west, there is a band of the Gault. These are both clayey soils and they give some very rich land; the hop fields around Farnham, for example. But it is a very narrow belt and you are soon through it and into the land of the Lower Greensand, the country of the artist and the gardener, the week-end cottage and the summer picnic party.

The Lower Greensand throws up, for the south of England, some very high ground. This high ground runs, so to speak, in the opposite direction from the high ground of the chalk. The chalk range is at its highest in the east of the county: 876 ft. above Limpsfield in the east, 600 ft. above Albury in the west. The Lower Greensand, with an occasional outstanding height to break the sequence, becomes higher towards the west. Tilburstow Hill, in the east, is less than 600 ft., Leith Hill (an outstanding height) is 967 ft. and the highest point in the county, while Hindhead, the great bastion of the west, is 894 ft.

Hindhead (this applies to all the Lower Greensand) is a light soil, a poor soil: too poor to till profitably. It is, naturally, a soil sparsely coniferous with an undergrowth of heather; heathland rather than moorland, and suitable only for rough grazing. Until quite recently it was very wild country, very thinly populated. Cobbett described it as a " miserable hill " and " the most villainous spot God ever made." He did so not because it was bleak and dreary and uncultivated, but because it was the haunt of villains, a " rascally heath." There was then plenty of open country in England and travel was slow. The wilder the country, the wiser to avoid it if possible. This was the wildest country in the South of England. Crossing it was a really dangerous undertaking, not only for the walker and the horseman, but also for stage-coaches. The long pull up from Godalming on the Portsmouth road slowed the horses to a walk and gave every opportunity to highwaymen and footpads.

The Devil's Punchbowl, on the south side of Hindhead Hill

Danger came not only from the Broomsquire's Hall (the famous cottage, which was demolished by the military during the war and adjoined Highcombe Farm) but also from the Hutmen and other vagabonds for which the neighbourhood was renowned. This was the scene of one of England's most famous murders: that of an unknown sailor by three tramps. A stone memorial on the side of the deep depression known as The Devil's Punchbowl erected in 1786, the year of the crime, marks the site, and the granite cross (erected in 1851) marks the spot where the murderers were hanged. A poor sordid little crime, committed for a few shillings, but famous because it is the only instance in British criminal history, other than that of Rouse, of a murderer being hanged for killing an unidentified victim.

Visiting Hindhead to-day you might well think that there is nothing wild about it. A small town has sprung up around the cross-roads by the Huts Hotel, and the neighbourhood is strewn with very large and opulent houses. True, many of them are now hotels or nursing-homes or something of that sort, but many of them are privately owned. This is the land of the rich. I suppose that all this development was really started by Tennyson, who came here in 1867, looking for a place to build a house, " a few acres and a little home." The " little home " turned out to be the great pseudo-Tudor mansion he built south of Haslemere, but his visit brought Hindhead to notice.

Professor Tyndall, the giant among Victorian mountaineers, came here in 1887, first buying a small hut " on the wild and lonely moorland " and later building Hindhead House, the first building on the height other than the old Huts Inn. Tyndall's friendship with Leslie Stephen and other Victorian mountaineers made his home a place of pilgrimage. The thing to do in those days was to walk forty miles and have tea with Tyndall. In the wake of these athletic types came first Grant Allen and later Conan Doyle. Hindhead was made.

Some might say, ruined. It is true that if you get off the bus or out of your car at the cross-roads, there is nothing wild to be seen; only lots of traffic. But walk to the top of Gibbet Hill, the summit of Hindhead—National Trust property which can never be spoilt—and you will see some of the finest views (the finest, I think) in the South of England: mile upon mile of rolling woodland, great stretches of moorland and common, gleaming with purple heath and golden gorse if you go at the right time, and line upon line of distant hills. There is a brass disc on a low stone pillar up here, telling you, compass fashion, the name, direction and distance of the chief places you can see on a clear day. I think you have got to have exceptional eyesight to spot some of them. But it is an immense view, all the same.

Drop down the 350 ft. from Gibbet Hill to the floor of the Punchbowl, and you will know wildness. It is not difficult to get lost in the tangle of that long valley, and from it the mile-long curving rim of the bowl looks much more like a Pyrenean *cirque* than a ridge along which runs the Portsmouth road and the double-decker buses. Hindhead is only 42 miles from London, but this is still the wildest spot in the South of England.

Actually, I think you realise this better if you see Hindhead from some little distance. From, say, five miles away in almost any direction you will get the finest skyline view that is to be had anywhere south of London. These five miles are never the same on two consecutive days, or even from hour to hour, because the play of light and shade on the ridge is always different. I have seen Hindhead in snow and found it difficult to believe that I was not in the Highlands. I have seen Hindhead in the mist, which often occurs, and found it difficult to believe that the hill is less than 1,000 ft. high: it might be 3,000. I have lived near Hindhead for over thirty years and, only two years ago, was completely lost in the mist, down in the Punchbowl. That, by the way, is not, as the locals may tell you, an extinct volcano: it is caused by erosion from the springs at its head.

Whatever you do, do not go to Hindhead on a fine week-end in summer. Tennyson wanted to build his " little home " here, so that he might escape when " the Cockneys are running over my lawns at Freshwater." I wish he could see Hindhead on a fine Sunday in summer now. Well, you hardly can. There are too many people, too many cars and too many bicycles. It is ironic that he started it all.

# A MAN'S STREET

*Drawing by Geoffrey S. Fletcher*

St. James's Street, in London's West End, runs from Piccadilly to St. James's Palace, built by King Henry VIII in the sixteenth century on the site of a hospital for "fourteen maidens that were leprous." The Palace was the official London residence of the Monarchs from 1698 to 1861. Although since then the Sovereign's home has been at Buckingham Palace, the British Court is still officially known as the Court of St. James. St. James's Street originates from the foundation of the Palace. For well over two centuries it has been the centre of masculine fashion. Here are many of the old-established shops for gentlemen and here, too, several of London's most exclusive clubs. Two can be seen in the drawing. In the left-hand foreground is Boodles, erected in 1775-76 for the Savoir Faire Club and occupied by Boodles since 1782. Over its entrance to-day is a fine example of a lamp of the Victorian period. On the right-hand side half-way down can be seen the colonnaded frontage of the leading club of the Conservative Party, the Carlton. The street to-day retains its air of elegance and good taste inherited from the Regency Bucks and Beaux.

**BOOKS**

# SURVEY OF CLOTHES

*Inside the film industry; Nostalgia for London's past; boyhood in Wales and this week's fiction*

Mr. Lawrence Langner is an American writer whose two other interests have hitherto been the theatre (he founded the American Theatre Guild and has written many plays) and the patenting of inventions. Now he has added to these serious preoccupations the study of dress and, getting right down to it, has produced a book entitled THE IMPORTANCE OF WEARING CLOTHES (Constable. 35s.). In his brief foreword Mr. Langner points out that he has had opportunities for first-hand observation on his subject, " since my wife, my children and all my friends wear clothes." The scope of the author's survey is ambitiously wide. It ranges from the aboriginal peoples whose clothing may consist of a single shell or a series of patterns painted on the skin, to the overloaded hats, blouses, boas and skirts of the 1880's and the stage costumes of the present day, alternating between the bizarre and the bikini. There is a chapter on contemporary nudism, as practised in specific localities such as camps and as a deliberate protest against the wearing of clothes; another on headgear through the ages and a remarkably entertaining one on *Clothes to Improve upon Nature*. Mr. Langner has a sound, workmanlike style and a fresh and enquiring approach to his material. The dedication of the book is to his friend, John Steinbeck, who encouraged him to write it, which gesture adds to our debt of gratitude to that great American writer.

INSIDE PICTURES (Cresset Press. 21s.) is partly autobiographical and partly a review of the film industry in this country and, less exhaustively, in America. The division of interest is a natural one, since the work is by Mr. Ernest Betts, who has been identified with this particular form of picture business for many years, whether as a journalist and film critic, a scenario editor or, more recently, a public relations adviser. With these three facets to his experience and especially with the excellent training of newspaper discipline, Mr. Betts is able to write factually, authoritatively and amusingly, not in turn but generally at one and the same time which makes things easy for his reader; the said reader thus being able to lean back and absorb information and anecdote with the least possible effort. Mr. Betts has some good stories to tell, among them one about Marlene Dietrich and a diplomatic photographer. The star once complained to a Hollywood cameraman: " When you were working on *The Garden of Allah* with me you made me look gorgeous. Why aren't these shots so good?" " Well," said the wily fellow, qualifying in one stroke for the coveted CD plaque for his car: " *I'm* eight years older now."

JOHN CREASEY, the prolific detective-story writer, stands in front of shelves of his books in his library at his home in Wiltshire. Using a number of pseudonyms as well as his own name, John Creasey has written well over 350 books in twenty-seven years

CHARACTERS OF BYGONE LONDON (Harrap. 15s.) is a nostalgic volume of text and drawings, both by Mr. William Stewart, who has inherited something of the acuity and simplicity of the great Phil May's line, and has all the curiosity of a born London-lover. As he writes: " People frequently say that ' character,' in the sense of the eccentric or highly-coloured, has ceased to exist. But this is not true. Character is still with us. . . . It must be remembered, however, that . . . the emphasis is always on the past and never on the present. Only the perspective bestowed by time enables us to see ' characters ' in their full clarity." And it is with that clarity that Mr. Stewart has seen the old firemen, the Pearlies, the Fly-paper Men, the printers' devils, the window-menders, carpet acrobats and scores of others, and set them down on paper in black-and-white words and black-and-white design.

Mr. Richard Vaughan's book of autobiography, THERE IS A RIVER (Hart-Davis. 15s.), covers the first sixteen years of his life and is written very much in the form of a novel; the story of a boy who lives most keenly through his perceptions and through the glimpses he has of the beauty of the physical world. From earlier books one has come to know Mr. Vaughan's brilliant use of imagery and the spare, delicate manner he has of touching in a scene or indicating an emotion in the fewest words, but those the most telling. Here, once again, he is typically economical in his language but prodigal in his effects and the whole book can be read, almost at a sitting, with a continuous delight and interest. Wales and its mountains and rivers make the background for some of the more lyrical passages, although by that word I don't intend to convey any affectation or " preciosity " in the writing. And Wales is, quite evidently, an integral part of the writer's own background and experience.

Miss Mary Ellen Chase's new book, THE LOVELY AMBITION (Collins. 16s.), is a novel but it is based, as definitely as Mr.

---

# F.D.R. BY HIS SON

*A full-length portrait of President Roosevelt*

James Roosevelt, son of Franklin Delano Roosevelt, the thirty-first President of the United States, has undertaken no light task and a labour of love in presenting a full-length portrait study of his father. Sidney Shalett has collaborated in the work, but in essence it remains a son's tribute to a well-loved and much admired father. AFFECTIONATELY F.D.R. (Harrap. 25s.) is not a continuous narrative, but stresses rather the highlights of the President's career and his personal relations at such times, notably the period of his devastating illness, his courage in convalescence, his political comeback as Governor of New York, his triumph in the first Presidential fight and the 100 days when the New Deal was born. Anecdotes abound in this cheerful book, too many perhaps for the good of Roosevelt's reputation, for his humour could be robust, even crude, rough hewn for the family. One thing emerges very clearly and that is the fact that Roosevelt felt that the Presidency sadly handicapped the fulfilment of his duties as a father, and whenever there were family troubles he was often inclined to blame himself for parental failure. James Roosevelt has written a memoir which will no doubt be consulted by generations of biographers yet to come, and he has every reason to be proud of his achievement in portraying a most human President.

Brigadier C. E. Lucas Phillips has lately been travelling in Central Africa as a sort of one-man Monckton Commission. He has brought together the results of his intensive research in a book entitled THE VISION SPLENDID (Heinemann. 25s.). In dealing with the course of events in Nyasaland and the Rhodesias over the past seventy years, starting with the period of fierce tribal warfare, the Brigadier marshals his facts well and interestingly; but as he comes closer to the present day and its problems his own sense of fairness deserts him, for instance when he refers to the report of the Devlin Commission as " confused, contradictory, unbalanced and often misleading." The author's passionate advocacy of Central African Federation hardly takes account of the vast disparity of views requiring to be reconciled. The need for white paramountcy seems to be the dominating theme.

A very real contribution to our historical knowledge of Africa is foreshadowed with the announcement of the Robins Series edited by Dr. J. Desmond Clark. Volume I, ZAMBESIA AND MATABELELAND IN THE SEVENTIES (Chatto and Windus. 45s.), contains two important diaries. The first, the narrative of Frederick Hugh Barber, describes the life of the roving hunter and trader. Not the least interesting part is Barber's account of a visit to Lobengula, who emerges as a man of character and great astuteness. The second part of the volume is taken up with the journal of Richard Frewen between 1877 and 1878. Here was a very different customer; a good-looking and imperious young Englishman with no particular love of the African people, but a strong taste for adventure and exploration. Frewen was a poor hunter, but a lively diarist and a keen observer.

Most wars are an inglorious muddle and few wars have ever produced more blunders than that fought in the Crimea. Kellow Chesney has vividly re-created the atmosphere of that extraordinary conflict in his CRIMEAN WAR READER (Frederick Muller. 25s.). This was a war on which the Press threw a harsh and all revealing floodlight. At the end of the tale the only figures who really emerged with any credit were those of the humble and enduring soldier; Florence Nightingale, who brought him succour to the limit of her great ability; and Russell, the war reporter, who roused the nation to awareness of the conditions under which the soldier fought.

INCORRIGIBLE REBEL (Macgibbon and Kee. 25s.) is the autobiography of Arthur Horner, the labour leader. It is in many ways an inspiring story, reflecting the bitter struggle in the coalfields before and after the First World War, and one man's untiring contribution towards securing betterment for his fellow men.

**R. C. E.**

Vaughan's, on personal memories and on countryside intimately known to the writer. In this case, the countries are America and England or, specifically, Maine and Suffolk, both rural communities and both focuses of quiet and united family lives. Speaking of which, one of the considerable values of a book like this is to remind us all—or to demonstrate for the first time—how close the real and enduring links are between our two nations; that a vigorous and intelligent life in either country need have no sophistication, in the worst sense of the term, and that a history, which this novel is by and large, of the past sixty years in either country has many more points of contact than of difference—however much the few differences are publicised. Of course, there is no one quite as good at making this kind of *rapport* as Mary Ellen Chase for the prime reasons that she herself has roots in both soils, and that, above all, she is not only a born but a practised writer. The result is a most satisfying story: unsentimental but fond, a true family saga without a touch of tedium.

THE FIERCEST HEART (Collins. 18s.) is another kind of family saga: the story, in fact, of a group of families who took part in the Boer trek of the 1830's, from which exploit they and their contemporaries have become traditionally known as the *voortrekkers*. Mr. Stuart Cloete, author, among many books, of the near-classic *Turning Wheels*, was born in Paris, educated in England, fought in the K.O.Y.L.I.s and later the Coldstream Guards, farmed in the Transvaal for fifteen years and now lives in New Orleans. He could therefore, exactly, be termed a cosmopolitan but his ancestral history reaches back, I believe, to the early days of South Africa and certainly his sympathies lie in that potentially great country. He retains his story-telling prowess in this latest of his tales and records the deep antipathy to British rule which was the real motive force in the hazardous journeys from the Cape colony to the unmapped tracts of Africa. As ever, Mr. Cloete writes with a kind of passionate dedication to his subject, a considerable reverence for the toughness and purpose of his forbears and a want of humour which the pace of his narrative almost completely obscures.

And finally a novel from France, one of those excursions into the meaning, expectation, pursuit and loss of love between a husband, a wife and a new mistress, which persuade one that all that eternal triangle business must surely have begun in Paris and nowhere else in the world. M. Michel del Castillo writes with enormous concentration about a young man with a highly personal form of idealism: one which permits him to be dreamy, impractical and careless of other people's emotions while reserving to himself the right to marry a very rich wife some years older than himself and to be both kept and cherished by her. She, in her turn, loves him with a genuine and self-abnegating affection which allows him every freedom, including the choice of a new affair and the opportunities for indulging it. THE DEATH OF TRISTAN (Hart-Davis. 15s.), to be precise, is the story of the gradual extinction of a man's phoney and self-indulgent romanticism and the birth of a responsible love, in this case for his devoted and uncomplaining wife. It is told with a grace and a technical ease which make it facile if not always satisfying reading. The translation by Mr. Humphrey Hare is as distinguished as one would expect from this scholarly practitioner of an exacting craft.

**Vernon Fane**

In the play within a play in Shakespeare's comedy are Bottom (Douglas Campbell) and Flute (Stephen Moore)

Oberon (Alec McCowen) breaks the spell to awake Titania (Gwen Watford) from her sleep in Bottom's arms. Left is Puck (Tom Courtenay) and right the Changeling Child (Heather Emmanuel)

## A MIDSUMMER NIGHT'S DREAM

### *at the Old Vic*

There is fast growing in the English theatre a habit of looking at Shakespearian comedy the other way round—not as romantic plays with comic interludes but as comic plays with (at best) romantic interludes. Michael Langham's production of *A Midsummer Night's Dream* is a case in point. The scenes of the two pairs of lovers are treated in a spirit of knockabout zest. Barbara Leigh-Hunt as Helena, Judi Dench as Hermia, John Stride as Lysander and Michael Meacham as Demetrius extract almost as much humour from their lines as the rustics, led by Douglas Campbell as Bottom and Robert Harris as Quince.

**Right:** Hermia (Judi Dench), kneeling, begs the Duke (John Humphry) to overrule her father's command that she must marry Demetrius and not Lysander

In one of the large Sanderson studios, artists and students prepare designs, both modern and traditional, for all types of wallpaper

ADOLF MORATH PHOTOGRAPHS

# BRITISH INDUSTRY *The Sanderson works at Perivale and Uxbridge*

The rigorous washing process gives the fabrics a high degree of colour-fastness

A firm which has proved the value of combining art and industry is Arthur Sanderson and Sons Ltd., of Berners Street, London. Last year Sanderson's reached their centenary. During the 100 years they have become well known internationally for wallpapers and fabrics, as well as for more specialised types of papers. Berners Street is their headquarters, and new showrooms were opened there early in 1960. Occupying an area of more than 35,000 sq. ft.—and the time of over 100 employees—the showrooms make a splendid setting for a large variety of colours and designs. Their factories, however, are at Perivale and Uxbridge, both in Middlesex. The Perivale plant is concerned with the paper side of the business, while at Uxbridge they deal exclusively with fabrics.

Abroad there are only a few countries (notably Spain and India) in which the Company is not represented, either by a branch or by agents. Canada, Australia, New Zealand, and South Africa are some of the Commonwealth countries covered by their organisation, and they also have links with the United States. In this way Sanderson's not only have good export facilities, but they are able to keep up to date in style trends round the world, and to obtain the most suitable design for any particular area.

At both Perivale and Uxbridge there are artists working full time on new designs. Once a design is chosen it is made up onto a roller —or, more accurately, one roller is made for each colour in the design. The length of time required to prepare the rollers for printing depends on the number of colours and the intricacy of the design. Preparations for a very difficult subject may take up to six months. When the rollers (or in the case of hand-printing, the blocks) are finished, the new design is printed.

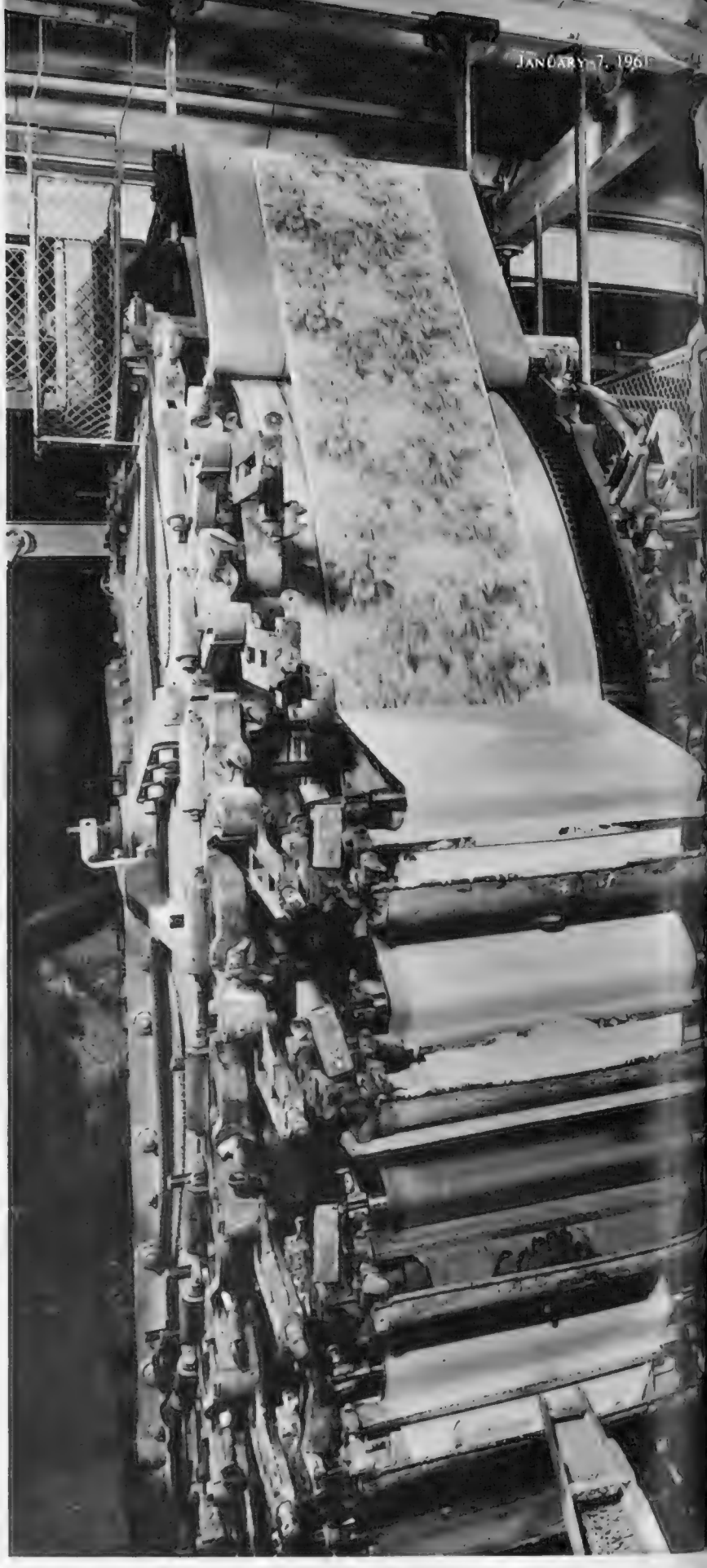
Regarding the factories themselves, Perivale is probably the largest wallpaper printing mill in the world. About 10,000,000 rolls come out of the factory each year, of which some 2,000,000 are exported. More

*(Continued on pages 34 and 35)*

**Above:** An operator works at one of the fully-automatic looms for producing fine-set Jacquard weaves. (Joseph Marie Jacquard, a Frenchman who died in 1834, invented an apparatus to facilitate the weaving of figured fabrics in the loom.) The Sanderson looms can control up to 10,000 threads at a time in the warp (the lengthwise thread). The pattern is predetermined by punched cards

**Left:** A highly-skilled printer carries out the traditional craft of hand-block printing. The block, after picking up the colour, is swung over on to the paper. When the block is in position pressure is applied by a foot-treadle. Any number of colours can be used in this manner of printing. Meanwhile, the printer's assistant replenishes the colour on the blanket in the sieve before the block is swung back for more colour

Inside the bright and spacious showrooms in Berners Street, London, customers can see the variety of design and texture of wallpapers and fabrics which Sanderson's produce. On the six huge columns seen here, ninety-six papers and fabrics are displayed. The Sanderson organisation also has branches throughout the country



**Right:** The largest of these multi-colour printing machines can print twenty colours at a time, and can produce over 300 rolls of wallpaper an hour. The system is that the base paper is fed from a reel to the cylinder of the machine. Colours are conveyed from colour boxes to the printing rollers by " blankets "

(*Continued from previous pages*)

than 1,200 people are employed there on the various processes. Papers are printed by machine and by hand. Special effects such as embossing and flock-printing are sometimes used. Silk-screen printing and photogravure are also used. Perivale produces display, packaging and signature papers, as well as box-covering designs, and another side of the work is the making of decorative papers for the laminating trade. In addition, every two years about 150,000 wallpaper pattern books are made up showing the range of designs (there may be several hundred in a year) which Sanderson's have brought out.

At Uxbridge, millions of yards of fabrics are despatched annually. Half the output from this factory goes for export. Rotary machines, similar to those used in the printing of wallpaper, are used and there is a growing demand for fabrics printed with the silk-screen method. Sanderson's were among the first people to install fully-automatic silk-screen machines and they now have six in operation. All of these are at Uxbridge—wallpaper does not lend itself to this form of printing because the ink does not dry quickly enough. Woven fabrics are made at Uxbridge, and Sanderson's also import and market fabrics from many parts of the world. Other aspects of the Sanderson business cover services to the decorator. Besides their wide range of wallpapers, they supply a varied selection of paints and varnishes, plus the tools of the decorating trade.

**Right:** Colour mixing—one of the most highly specialised activities at both the Perivale and Uxbridge factories. An expert colour mixer serves an apprenticeship of five years, during which he learns the value of colour, and how to match a colour to an existing one. This ensures that a " reprint " of a wallpaper or fabric will match the original, even though the lapse in time may be years

Hand-shaped copper strips are adjusted on a roller for a new wallpaper design. The roller is of seasoned maple, and its diameter is determined by the repeat of the design. The printing surface is raised by driving the copper strips into the core of the roller. A separate roller is made for each colour used in a new design, the colours being first separated and each particular area traced onto the roller. Similar rollers are used for printing fabrics

# BRITISH INDUSTRY

*The Sanderson works at Perivale and Uxbridge*

**Left:** Operators tend automatic fabric silk-screen printing machines which can print twenty-one colours at the same time. The basic principle of silk-screen printing is for ink to be "squeegeed" over the screen on which the required design has been stencilled. Areas of the design which are to be coloured differently or remain white are made impervious by painting on a gum or similar substance

**LEADERS OF BRITISH INDUSTRY**

*Photographed by Tom Hustler*

# Sir William Mabane

Recently appointed chairman of the British Travel and Holidays Association, the Rt. Hon. Sir William Mabane, K.B.E., celebrates his sixty-sixth birthday next week. He is a man of wide interests; throughout his career he has fostered the idea of travel as a means of promoting international amity. A Yorkshireman, Sir William was educated at Woodhouse Grove School and Gonville and Caius, Cambridge. After being wounded in the First World War, he succeeded Frederick Marquis (later Lord Woolton) as Warden of the University Settlement, Liverpool. In 1923 he resigned to rejoin the family business. Three years later, he entered politics and sat in the Commons as a National Liberal for Huddersfield from 1931 to 1945. From June 1939, he was successively Assistant Postmaster-General, Parliamentary Secretary to the Ministry of Food, and Minister of State, Foreign Office (in 1945). In 1944 he was appointed Privy Councillor and in the following year he was one of the British delegates to the founding Conference of the United Nations in San Francisco. Until his first Ministerial appointment, Sir William was a regular contributor to national and provincial newspapers; on the fall of the Churchill Government in 1945, he joined Kemsley Newspapers and became a director. He is a director of Bentalls Ltd., vice-president of the Building Societies Association, and a member of the Council of the Institute of Directors. Sir William and Lady Mabane live in Lamb House, Rye, the charming Georgian house in which Henry James lived from 1898 to 1916. In his moments of leisure, Sir William enjoys tending the walled garden of his home in Sussex

# BOOM IN THE BOAT BUSINESS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Rear-Admiral R. Cobb, R.N. Retd., whose company has just begun to import junks from Hong Kong for sale to the British boating enthusiast, must be one of the few officers to reach flag rank in the Royal Navy without ever having served in the Far East. So his reason for introducing these craft to this country is not the obvious one that springs to mind. It is, quite simply, a matter of commercial judgment; in spite of the cost of shipping them half-way round the world, he thinks one could not build such a boat in Europe at the price. The first one he imported is 24 ft. 6 ins. overall, of 9 ft. beam, built of teak and sandalwood (and incidentally, built in the traditional fashion with its timbers secured by wooden pegs, not with nails). It has been refitted in Britain as a four-berth cruiser with sails and auxiliary motor, and will sell for about £1,500. These are good sea boats with plenty of room for family cruising; they have become quite popular on the West Coast of the United States in recent years, and the Hong Kong shipwrights will turn them out in a variety of sizes as required.

Even among the rather fantastic variety of designs and styles of craft now offered to the growing ranks of British boating enthusiasts, a junk is a somewhat exotic specimen. Nevertheless, this particular addition to the variety on offer does exemplify two quite significant elements in the British boat business at the moment. Whereas British designers and yards can build excellent " one-off " cruising vessels for the fairly well-heeled yachtsman, or a wide range of classes of sailing dinghy for the enthusiast who does not bother about comfort, designing any kind of family sailing boat for production at a moderate price is a problem to which the solution is a good deal less easy, and British companies do not hesitate to try solutions from anywhere in the world.

Another factor making for imports of boats at the present moment is that one can go on proliferating different styles of small sailing or motor vessel in accordance with the limitless ingenuity of our small boat designers, but it is only one among scores that achieves the success of, say, Mr. Jack Holt's Enterprise class, with more than 6,000 now sailing. A less chancy way of offering the enthusiast novelty may be to import or build under licence something that has been a success abroad, with its sailing characteristics already proved and some guaranteed appeal to a market where the fact that a vessel is unusual and foreign will to say the least do it no harm.

These problems do not alter the fact that the British small-boat business is enjoying quite an impressive boom at the moment. There are no figures to measure this. One of the incidental attractions of buying a small craft is that you do not have to register it with anybody (unless it is costly enough to justify a Lloyd's insurance certificate; or you want to ensure that nobody else has picked the same name; or it is a one-design boat that you want to race in a restricted " class "). But the corollary of this freedom is that nobody quite knows how many boats there are in Britain, or has any very clear idea how many are produced. The census of production, for the 500-or-so boat-builders and 50-odd engine firms concerned, should in theory offer an alternative measure. But in practice the definition of " small craft " that it employs ropes in a wide range of commercial craft that serve an entirely different market from pleasure boating; and many of the yards dotted around the coast of Britain make both according to demand.

In 1959 it was reckoned that there might be about 23,000 sailing boats of restricted racing classes in use in Britain, with several times as many non-class boats, motor boats, and cruisers, interesting perhaps a quarter of a million enthusiasts. Another year, and probably the most prosperous ever for the business as a whole, will have swelled all those numbers. One might guess that the number of small boats now being sold yearly would exceed 5,000 though falling well short of 10,000; and with the value of the vast majority of them in the £100 to £250 range, the turnover in complete boats and kits may be of the order of £1,000,000 to £2,000,000 a year. That sounds small beer when compared with sales of some of the other " consumer durables " that the affluent Briton diverts himself with. But as anyone who has ever had anything to do with sailing can tell you, the initial cost of the boat is only one of the elements in expenditure on this sport.

There are about 250 to 300 ships' chandlers around the country selling, mainly, rigging, tackle, and innumerable gadgets for the sailing fraternity; a small boat has a voracious appetite for paint and varnish. A thousand sailing clubs with 10,500 members consume large quantities of safety clothing, buoyancy bags for dinghies, sails (particularly during a period when more and more of the classes of boat are turning over from cotton to " Terylene " and nylon sails and cordage). Outboard and inboard motors do not constitute a massive element of marine engineering; but of late they have been a growing part, and a good deal more prosperous than the builders of engines for full-scale ships. And a growing proportion of boats—up to quite sizeable cruisers—are towed about on trailers, which adds another item of expenditure.

Like so many other desirable durables for the modern consumer, a large proportion of the boats now being purchased are financed on some kind of extended credit. But this seems to be one kind of luxury spending on credit that has not been much affected by last year's restrictions on hire purchase. Ship mortgages, which are used in financing the bigger vessels that cost some thousands of pounds, were not specifically affected by the restrictions. One major City firm that has a special department for this kind of business says that its boat financing business, which trebled in 1959, will probably have gone up as much again in 1960.

Technically this is a craft industry into which new materials and methods of construction are bringing some elements of production in larger batches. But the constant pressure for variety, both from customers and from new small firms anxious to thrust their way in, is still holding down the numbers of any one hull that any yard or factory gets the chance to make. Many of the most popular designs are produced under licence in yards other than those run by the designers. There are some sizeable producers in the business: Fairey Marine and Bell Woodworking of Leicester are among the biggest, each producing more than a thousand boats a year. Among the producers on a smaller scale are offshoots of some very large companies in other fields: the Hawker Siddeley Group, Bristol, and of late the Dowty group (which has introduced a " Turbocraft " powered with a marine jet propulsion unit).

Fewer and fewer of the boat designs produced in large numbers now use the former methods of nailed timber construction; whatever one's attitude towards the use of plastics in boat hulls, more and more of all hulls made are being shaped by techniques somewhat akin to the moulding of plastics. Most sailing dinghies are now glued with strong resins, or hot-moulded into shape, since the labour required for nailing them would push the price up too far; marine plywood rather than solid planking is employed, often in " hard chine " hull forms that obviate separate planking. Fibre-glass construction still has its critics among sailing-boat owners; but it seems to be accepted much more generally for dinghies used as tenders to larger boats and for the growing production of motor boats.

In so uncharted a market it is always difficult to identify the more significant developments; but one has an impression that sales of small-powered runabouts may be growing even more than those of sailing boats. At the lower end of the scale, with a light outboard craft, motor boats are indeed obtainable somewhat more cheaply than the majority of sailing dinghies (though less likely to be offered in kit form for building at home); they also offer water sport with a somewhat smaller investment of effort in rigging and upkeep. The hull form of even a small power-boat benefits from more flared and fluted curves than a sailing boat needs, which makes plastic mouldings more suitable for producing them economically than any form of timber construction; and if one can get the volume of sales, plastic boats can be the cheapest of all hulls to produce.

In this leisure habit, as in so many others, Britain has followed America, with some national differences. With fewer very large stretches of sheltered water, motor boat owners here until recently had comparatively little incentive to achieve high speeds and fit large motors. Of late, one new factor has somewhat reduced this difference; the growing popularity of water ski-ing in Britain. One needs an engine of perhaps 50 h.p. to give the speed and power for towing skiers; and one difference between the Boat Show at Earls Court, and those held before, is that a growing number of British boat engine builders are now offering larger units to supply such power.

There will be more effort, also, to fill the one remaining major gap in the British boating market—the family motor or auxiliary sailing cruiser costing no more than the family car. A number of praiseworthy efforts have already been made to produce sailing boats in the price range between about £300 (where one passes the most expensive " racing machines " of the sailing dinghy classes) and the £1,000 to £1,500 that one has to pay for the cheapest of completely-fitted cruising yachts built to order in a conventional boatyard. Several two-berth " day sailing " boats are on offer for £300 to £400 (though they mostly run up to about £500 to £600 by the time one has put in an auxiliary motor and bought even the bare minimum of essential equipment); and there are motor cruisers in a similar price range.

Even so, this is one section of the potential market that remains largely unexplored; just how big it may be, designers dispute with one another. " Designing the price out " of something that in emergency may have to stand up to much more out-of-the-ordinary circumstances than any standard motor-car has to is a ticklish business (and in any case this has never been an art that first-class designers have practised entirely cold-bloodedly). But this has proved a lucrative part of the market in Scandinavia as well as in the United States; and there is little doubt that further attempts will be made to exploit it here—if necessary by importing more new ideas from abroad.

*A review of The International Boat Show at Earls Court, with photographs, will appear in next week's issue*

## INDUSTRY AND THE STOCK MARKET

# SHOCKS FROM STEEL

By "THE SPHERE" CITY CORRESPONDENT

The City's attitude to the steel industry is a compound of respect and irritation; respect for its apparently inexorable prosperity and irritation at its ability to confuse the financial pundits. Ever since the industry started to disengage itself from the grasp of the State seven years ago, it has performed unorthodoxly. The threat of re-nationalisation held the shares down to artificial levels for years. As the 1959 General Election approached, they began to bound up long before a Conservative victory seemed assured. After the victory they raced upwards even faster to dizzy heights from which they have since tumbled. Recently financial results from some of the steel companies for the year that ended last autumn have caught the City very much on the wrong foot.

Sir Ellis Hunter, chairman of Dorman Long, spoke optimistically about the 1961 outlook only a few days before his company disclosed profits and dividend that brought the shares sharply down on the Stock Exchange; Stewarts and Lloyds, on the other hand, reported unexpectedly high profits and a more generous dividend than the most optimistic in the City had forecast with the result that the company's shares gained 6s. immediately. Almost everything about the steel industry is dramatic. It usually manages to exceed production targets, it pays some of the highest wages in the country, it announces development plans costing millions and then revises them to spend more millions.

There are about 300 companies in the industry, employing 300,000 people but there are only about a dozen really major firms. Since 1946 some £1,000 million has been spent on doubling capacity to about 26,000,000 ingot tons a year and the target is a capacity of 29,000,000 tons by 1962 and 34,000,000 tons by 1965. Last November a record was established with weekly average output exceeding 500,000 tons for the first time. At the moment, production capacity is growing faster than demand with the result that the industry is not operating at anything like full throttle and the gap between capacity and output is likely to grow wider in the present year. But the steel industry plans far ahead and acts on the possibly bold assumption that by the mid-1960's demand will have caught up with the then greatly expanded capacity. The Iron and Steel Board, which is the Government-appointed " prefect " of the industry, believes that in the early part of this year demand will continue at around the present level of equivalent to just over 25,000,000 tons a year. It sees every sign that sales of steel to the engineering and contracting industries, accounting for the major portion of all sales, will continue buoyant although there will be a fall in sales to the motor car and other consumer goods industries.

One of the industry's major problems has been raising money for its development schemes. The amount of capital equipment needed to build a modern plant may cost £15,000 for each man employed. While steel was threatened with re-nationalisation, it stood no chance at all of raising money in the open market so it had to rely largely on its own ploughed-back profits. Now that the way ahead seems clear, it is able to raise cash from its shareholders and United Steel Companies is raising £10,000,000 by offering 10,000,000 new £1 shares at par to existing shareholders. United Steel was until recently the giant of the steel companies with more than 30,000 employees and a crude steel output of more than 3,000,000 tons a year. It makes most steel products from umbrella frames to railway engine wheels. Its earnings jumped last year to almost £23,000,000 from £17,600,000 and the dividend was increased from 15 per cent. to 18 per cent., although the City was disappointed it was not 20 per cent.

Now it has been overtaken in size by the Steel Company of Wales, the giant of Margam that was formed after the last war to modernise the Welsh tinplate and sheet steel industry. Last month Mr. Harald Peake, the chairman, reported that sales in the twelve months ending October 1 had reached £143,000,000 against £125,500,000 in the previous year and earnings rose 30 per cent. to more than £30,000,000. It is now feeling the effects of the squeeze on the car and consumer goods trades which are its biggest customers.

Stewarts and Lloyds is principally a steel tube maker and Mr. Andrew Stewart, the chairman, gained the title " Mr. Tube " when he led the steel companies' campaign against nationalisation in 1959. Trading profits of £22,000,000 last year were more than half as much again as in 1959. Its biggest customers are the oil companies and it is one of the main manufacturers of steel scaffolding. Dorman Long and Co. chopped itself into three in 1954 to avoid re-nationalisation so that its steel side is apart from bridge building and chemicals. Although its earnings for 1960 were more than 27 per cent. higher than in the previous year, the dividend was below expectations and there was an extra big tax bill.

Colvilles, the Scottish group, supplies the railways, shipbuilding and engineering industries with steel sheets, bars and rods. Its first major contract after it was formed ninety years ago was for iron bars for a new bridge after the Tay Bridge disaster of 1879. Sir Andrew McCance, the chairman, has recently announced record profits. Mr. R. F. Summers, head of John Summers and Sons of Chester, has also reported a record year, although the results were well below the City's expectations.

At current dividend yields between 4½ and 6½ per cent., the steel industry offers attractive investment opportunities although the rate of progress in 1961 is unlikely to equal that of 1960.

# GOOD LIVING

*by Ganymede*

Few people realise that Simpson's in the Strand, that most notable temple of unadulterated English cooking, owes its existence to the game of chess. A certain Mr. Reiss opened it in 1828, on the present site, as a " home of chess." It soon developed into a coffee-house, and what in those days amounted to a club, under the name of the " Grand Cigar Divan." Gentlemen smoked cigars with their coffee, browsed over the journals and newspapers of the day, all available free, and, of course, played chess, sitting on comfortable divans. Many of these were arranged to form boxes, as can still be seen to-day in the downstairs dining-room. Chess matches were played against other coffee-houses in the town, with top-hatted runners carrying the news of each move. The cost? The charge for all these facilities was 6d. a day, or 1s. 6d. with (presumably unlimited) coffee included. Regular visitors —one would call them members to-day—paid one guinea a year.

Twenty years later a caterer, named John Simpson, joined Mr. Reiss. The building was reconstructed and renamed as " Simpson's Divan and Tavern." The great innovation which came with this change was that food and wines were served. The practice of wheeling the large joints of meat on trolleys and carving them for each guest was started by Mr. Simpson. I am told that two or three of his original trolleys have survived and are still in everyday use. The business continued to prosper under John Simpson and his successors until the widening of the Strand in 1900 when the building had to be pulled down and completely rebuilt. Since then it has hardly changed at all except for minor details, but has faithfully maintained its original traditions. The style of cooking is still as purely English as can be found anywhere.

Roast sirloin of beef and saddle of mutton always head the list, which includes such traditional dishes as roast chicken, Aylesbury duck, turkey (around Christmas), pheasant, partridge and grouse in season, steak, kidney and mushroom pie, steak, kidney and oyster pudding and stewed tripe and onions in cream sauce from time to time. Dover sole, grilled, fried or mornay, is the only fish listed, but lobster appears in its season, and, of course, oysters. All " dishes of the day " include cabbage, potatoes and rolls. The roast potatoes served with the cuts off the joint are delicious, but I could not truthfully say the same of the cabbage. This is one case where a departure from English tradition would recommend itself, if it is tradition which seems to prescribe overcooking the cabbage in water, and then pressing it.

The roasts served from the trolleys by expert carvers are perfection. (It is customary to tip the carver.) The sirloin of beef is specially selected, best Scotch, cooked so that one end produces well-done meat, while the thicker end remains succulently pink, to suit all tastes. The secret here lies in good meat to start with, hanging it for thirteen days in the cold-room, accurate roasting in special ovens for four minutes per pound and allowing the joint to stand for half an hour before it is carved. The saddle of mutton comes from Southdown sheep under three years old. It is remarkable what the salty sea air does to the flavour of mutton. Grazing on salt marshes makes the *pré-salé* of France so much sought after on account of its flavour.

The vast and lofty kitchens which once upon a time housed gigantic revolving spits are under the command of Arthur Moss, one of the only two master cooks in the country. As an outward sign of this rare distinction he wears a small black cap instead of the chef's tall white hat. The origin of this is said to be the protection of the head from flying sizzling fat and juices in the days of spit roasting which must have been the chief concern of the " master cook."

Beer and claret have been drunk with meals at Simpson's since its beginning, and to-day the most popular beer is Bass on draught, which is always served in silver tankards. Specialities of the house in this line are " Harley Street," half Bass and half Youngers Scotch Ale, and " Wimpole Street," in which Guinness takes the place of the Scotch Ale. These mixtures were started by erstwhile medical students, so we must assume they are wholesome. Wine drinking has gone up and is steadily increasing. This is no wonder as the wine list is virtually the same as that at the Savoy, the only difference being that the prices are lower. This is in keeping with the general tone of the place, which provides quality food at very reasonable prices.

I have recently returned from safari in Uganda and a short visit further east, to Nairobi and then to Mombasa on the coast. Wherever I went I could not help being impressed by the excellent standard of the hotels and restaurants. It is not surprising, perhaps, to find a European atmosphere and quality of cooking in the very cosmopolitan and sophisticated Grill Room of the New Stanley Hotel, in Nairobi, or at the ultra-modern Oceanic, at Mombasa, overlooking the Indian Ocean.

High standards are aimed at and very largely achieved in the faraway and isolated safari lodges in the vast game reserves of Uganda, within a stone's-throw of the Equator, where, instead of the chirping of crickets, you listen to hippo grunting and lion roaring in the night. The service and the quality of the cooking impressed me most. It is something to have a bottle of St. Emilion properly served with your dinner, while hyenas sing a concert outside. It was *bien chambrée*, too, about 90 deg. Fah., not much cooler than the after-dinner coffee.

SPAIN: A sea-front cafe in Sitges near Barcelona

SWITZERLAND: A boat trip on Lake Lucerne

NORWAY: Looking down the Geiranger Fjord

# HOLIDAYS

*The annual section dealing with resorts, travel notes and advice*

By **GORDON COOPER**

Holidays are a human necessity, especially for those who live in towns and cities. They are essential to health, to education, and, above all, to the leisure of the modern community. To cater for holidaymakers, there will be in 1961 an ever-increasing supply of holidays in places "discovered" by enterprising travel agents. There will be an ample and varied supply of sea and river cruises. And more and more motorists will be taking their cars abroad.

The stern individualist who wants to go along on his own will find that in a world of generally rising prices the airlines are often reducing theirs. Apart from the national airlines, including our own B.E.A. and B.O.A.C., there are various independent companies whose services merit examination, especially as in some cases they operate from provincial centres. I suggest, therefore, that it may be well worth while in your planning to study the timetables of such companies as Cunard-Eagle, Silver City, Skyways, B.K.S. Air Transport, Channel Air Bridge, British United Air Lines, and others.

Encouraging signs in the improvement of unrestricted travel are the opportunities to take holidays in the United States, Canada, Mexico, and other places in the western hemisphere. Now that you can span the Atlantic in a matter of hours, there is no reason why you should not see the exciting wonders of the New World. As many of us like the idea of baking in the heat, there are also the golden beaches and the turquoise-blue seas of Bermuda and the Bahamas—easily reached by air.

I suppose I am an oddity. I have no television set, no car, and have not yet filled in a coupon for the "pools." But I do have a motor driving licence, and I always take this abroad with me, for almost everywhere there are facilities for renting self-drive cars. This offers a most excellent way of exploring a countryside, if only from a fixed centre and even for a single day. Usually, you are called upon to make a deposit on renting a car, but tendering some travellers cheques as security normally suffices. I certainly prefer this method of sightseeing to the ordinary tourist coach. The local tourist office, by the way, will put you in touch with reputable self-drive firms. I would emphasise the value in visiting after arrival in any city or resort the local tourist information office. Apart from the brochures, maps, etc., which they can provide they can advise you of interesting events that are taking place. You can also inquire about local transportation facilities.

Motorists should also note that a distant touring area can be more quickly and comfortably reached by making use of the special car-carrying trains which operate between Boulogne and Lyons, and between Ostend and Munich. In addition to the car-ferry services operated by British Railways, Townsend Ferries (Dover-Calais), and Transport Ferry Service (Tilbury-Antwerp), there are two air companies—Silver City and Channel Air Bridge—which ferry cars across the Channel, with a minimum of trouble and at reasonable rates. But if you intend crossing with your car during the height of the holiday season, especially at week-ends, then be wise and make the earliest possible reservations, and in both directions. Your motoring organisation can help you in this respect.

An excellent scheme for those who do not wish to take their own car abroad or to hire a car on the spot is that offered by Motours (251, Brompton Road, S.W.3). Briefly, this firm flies you out to either Nice or Munich, where the first night is spent in a first-class hotel, after which a car is handed over to you and you are at liberty to drive where you like and as far as you like for the remainder of your holiday. You can, if you wish, arrange to fly out to either Nice or Munich and finish your holiday at the other city, where you are accommodated for your last night in an hotel before returning by air to England. Arrangements, by the way, can be made for hotel accommodation during your road journey, and several detailed routes are given in this firm's handbook.

Incidentally, B.E.A., Skyways and certain car-hire firms in Britain can make arrangements for a self-drive car to meet you on arrival abroad; and if you do decide to go with your own car then Cooks Autotravel Service can help you in making the necessary hotel arrangements.

For the person who wishes to organise an independent motor-coach tour I recommend a study of the timetables of Europabus and Linjebuss, for both these companies have networks of services covering much of western Europe. By this system you can make stop-over halts at will. Then in Italy there are the excellent C.I.A.T. and other services, and in Spain the A.T.E.S.A. organisation.

The motorist of any kind can rarely linger to absorb the atmosphere of the countryside, but if you are a person who knows the joy of "standing and staring" there is the Cyclists' Touring Club (3, Craven Hill, W.2) to help you with detailed routes and full information on the best areas and also to see to all the humdrum arrangements. In my opinion, Holland and Denmark are best suited for the lazy cyclist, while for the more energetic in search of scenic grandeur I suggest the Jura Mountains and Haute Savoie, the Bavarian Alps, the Italian Dolomites, Austrian Tirol, and Switzerland (almost any part).

Lastly, here are a few useful travel tips: (1) In considering a motor-coach or private motoring tour, plan for an itinerary which does not cover too much ground, and allow days off for lazing; (2) carry a vacuum flask, for it keeps cold drinks cold as well as hot drinks hot; (3) if you like reasonably strong tea take in your bag a supply of tea-bags—to spike the weak stuff usually served—and then, with the aid of a small stove, you can make your own cup of tea in your room; and (4) a pair of ear-plugs will enable you to get some sleep should your bedroom face on to a noisy street —I often ask, however, for an inner room.

# TOURING WITH TRAVEL AGENTS

It is not so much when things go right but when some mishap occurs in holiday arrangements that the value of dealing with a reliable travel agent becomes important. Here I give a brief list of the special offerings of some of our outstanding holiday travel organisations—firms who are dependable.

**Thos. Cook and Son Ltd.**—This most experienced firm, with its widespread service facilities, covers almost every kind of holiday and in most foreign lands. Among the new offers are holidays at Lagos (Portuguese Algarve), Praiano (south of Salerno), Fevik (Norway), and Royan (north of Bordeaux). There are Fly by Night holidays direct from London, Manchester and Birmingham to Switzerland, Italy and Austria. Also worth considering are their inclusive holidays in Canada and the U.S.A.

**Horizon Holidays**—Are you interested in bird-watching? If so, this firm includes it in one of their "Special Interest" holidays. Mahon (Minorca), Alghero (Sardinia), Gabbice Mare (Adriatic Riviera), Estartit (Costa Brava) and Tangier are some other of their holiday goals which seem highly attractive, more especially as I have found from personal experience that Horizon's arrangements work extremely well.

**Hickie Borman Ltd.**—Specialising in Yugoslavian and Greek holidays, offer seven-day cruises among the Greek islands and to Istanbul at reasonable prices. Calls are made at Crete, Rhodes, Delos, Mykonos, Ephesus and Istanbul, with time for shore excursions. Their ship, *Stella Maris*, is luxuriously fitted, with only first-class accommodation. All cabins are outside ones.

**Wings Ltd.**—There is no more efficient travel agent. Some of the tours offered by Wings take you away from the beaten track: to the monasteries of Mount Athos, Salonika, Meteora and Jannina—for men only—is one which can be personally recommended; coach tours in Tunisia and Portugal, also through Greece and to Syria, Iraq and Iran (autumn) are some examples. Linked with this firm are:

**Ramblers' Association Services**—with splendid offerings in open-air holidays. They can take you by caique sailing to the Greek islands, also by fishing boat along the Yugoslav coast, and another sea tour is to the Italian islands. If you like walking, there are opportunities to go tramping in, e.g., the Black Forest and Jura, Andorra, Arctic Lapland, the Julian Alps. The holidays are graded to suit the beginner as well as the more experienced walker; and there are few of us who would not be well rewarded in added health by walking for pleasure. Note also a sixteen-day tour of the cities of Italy costing only £45 10s.

**Lammin Tours Ltd.**—They are specialists in leisurely motor-coach tours, often to places which are rather different. An attractive tour brings you to mountain hotels and Alpine flowers in the Dolomites, Bernina Alps and Lake Garda. Two new tours are to the eastern parts of the U.S.A., and to the western states (including visits to Yosemite, Bryan Canyon, Grand Canyon, and Utah). Nearer home is a motor-coach tour to Morocco, travelling beyond the Atlas Mountains to distant oases.

**Erna Low Travel Service**—A Norwegian house party, water-skiing and under-water fishing at Llafranch (Costa Brava), a Swiss gourmet trip, a wine-tasting holiday in Oporto are among the novelties offered by this most enterprising travel agent, who also specialises in house parties, island holidays, family parties, teenagers' parties, and photographers' holidays.

**Fourways Travel**—This is a reliable firm specialising in luxury coach tours. For 179 gns. you can visit Russia, Finland and Denmark, taking twenty-four days, and including Berlin, Poznan and Warsaw in the itinerary. Cheap tours to Russia are not to be recommended, but this one makes a feature of hotel comfort everywhere. I like, too, the Central European Tour which visits Vienna, Graz and Budapest, while another tour brings you to Czechoslovakia. Overseas visitors should note the Classic Tour of Europe, which is not too rushed, takes thirty-three days and costs 218 gns. Then there is a tour to the Land of the Midnight Sun (twenty-two days, 159 gns.).

**W.T.A.**—This experienced organisation provides for almost every kind of holiday, from pony trekking in Iceland to an Arctic safari to Spitzbergen. You can go for a sketching party holiday or travel by horse-drawn caravan in Ireland. I can personally recommend the W.T.A. guest houses, which provide friendly holidays in congenial surroundings and at reasonable cost.

**Motorways Ltd.**—Appealing to the discriminating traveller, this firm's motor pullman tours are second to none. You see Europe from an armchair, and their 1961 programme embraces a splendid variety of tours.

**Milbanke Travel Ltd.**—This firm in its Flair holidays provides inclusive tours by air at prices well below anything an individual could obtain travelling independently. A fifteen-day holiday in Rhodes for 72 gns., and a fifteen-day stay in Sitges for 47 gns. are two examples from their 1961 programme.

**Lunn's**—With sixty-nine years' experience behind them, Lunn's programme for 1961 offers a wide range of holidays at reasonable prices to satisfy most people. A twelve-day coach tour to Jesolo (near Venice), six days in the resort, for 27½ gns. is a typical bargain. I like, too, this firm's Cancellation Indemnity Scheme, for I am often hearing of the financial loss caused by refusal to refund when a client has to cancel holiday arrangements. Incidentally, this safeguard should always be studied when making any booking with a travel agent.

**Fairways and Swinford**—In their 1961 programme the firm offers a unique botanical tour of Greece (March 23 to April 10) costing 169 gns.

**C.I.T.**—This specialist Italian travel agent has branches throughout Italy—a help in travelling there. Apart from their regular circular tours, including one to Sardinia, another to Sicily and the Aeolian islands, there is an opportunity to take a restful holiday in a Venetian villa—Villa Condulmer (early nineteenth century)—which offers a nine-hole golf course in its 500 acres of grounds, a swimming pool, a night club, and excellent food. It is situated twenty miles from Venice and the inclusive cost of a fifteen-day stay there, including transportation from and back to London, is only £50.

**World Sport and Travel**—This excellent open-air organisation offers a wide range of sporting holidays, including riding holidays

The harbour at Tigani in Samos, one of the Greek islands in the Aegean

in Andalusia and in Norway, opportunities for water-sports at the enchanting Italian island of Giglio, and fishing and sailing (at Hanko) in Norway.

**Harold Ingham Ltd.**—Here are specialists in pilgrimage and educational tours. They organise musicians' parties for festivals, also language parties. Get their brochure for further information.

**Travel Counsellors**—Appealing especially to young people, they represent the Club Mediteranée which has holiday camps in many attractive spots beside the Mediterranean.

**Leroy Tours**—The firm will suggest tours and stay-put holidays in all the main holiday countries of Europe.

**Oceanways**—A specialist firm for Greek travel. They offer a fourteen-day lazing holiday by the sea (wonderful beaches) at Chalkis on Euboea Island, reached by fast train direct in seventy-five minutes from Athens, for £120 (inclusive).

**Blue Cars**—A well-known firm for motor-coach holidays and, at many centres, for air travel. They also offer accommodation in private villas, as do:

**Rentavilla**—which has on its books 450 resort villas in France, Spain and Italy. Their services embrace transportation, maid service, and a weekly visit by their local representative to insure satisfaction and to iron out any difficulties.

**B.E.A. and B.O.A.C.**—Both these superb national organisations offer inclusive holidays (to be booked through travel agents) in the various parts of the world which they serve. Study their attractive brochures.

**Bergen Line. Fred Olsen Line**—Both these Norwegian shipping companies offer tours and inclusive holidays in Norway. Particulars from any travel agent. Reduced prices are in operation for early and late summer holidays.

Note also: **Sanders International Travel, Hogg, Robinson and Capel-Cure, Albany Travel Service** (including a centre holiday coupling ex-King Farouk's resort at Montaza with a six-day stay in the Nile Hilton, Cairo), and **Grange Travel Service,** which arranges continental tours for schools.

**Progressive Tours** specialise in holidays behind the Iron Curtain, including Albania and China; while **Fregata** can arrange independent travel in Poland. **French Travel Service** provide thrift inclusive holidays in bungalow hotels on the French Riviera and at Corsica.

**F. and W. Ingham Ltd.**—Last, but certainly not least, is this travel agent which can be strongly recommended. Specialising in Austrian, Italian (including the island of Elba) and Swiss holidays, this firm now includes in its inclusive prices the cost of couchettes and meals, also providing an insurance against the loss of a deposit. I always feel you are well looked after by Ingham's.

The Doge's palace in Venice was the official residence of the rulers

# HOLIDAYS AFLOAT

If it's a question of rest and relaxation, a problem of luxury and leisure, then a holiday afloat is the only answer. A sea cruise means plenty of time to call your own as you glide smoothly to warmer lands, with easy living for days on end. With the ever-increasing list of available holidays afloat, I cannot hope to cover all the possible opportunities; and I urge you to consult the brochures of specialist firms in this connection. I can only mention the main cruise operators.

Highly popular are the P & O-Orient Lines and the Royal Mail Lines, both of which take you to a variety of ports, including such colourful places as Reykjavik in Iceland and the West Indian island of Martinique. But the Mediterranean is their most important touring area with occasional visits to Malta and Gibraltar, both possible sunshine holiday centres. The ships of both these lines provide you with every form of comfort, attractions and first-class service, so that you will return home refreshed and invigorated.

In the spring it is still possible to make the fascinating trip on the Greek Line's *Arkadia* to Madeira and the Canaries. Other Mediterranean and Black Sea cruises are offered by Oceanways, whose services are covered by various shipping lines. There are, for instance, sea cruises based on regular schedules from Piraeus to the various Greek islands. Available from this firm is the Venice-Brindisi-Corfu-Piraeus service. They also offer attractive tours taking you into the Black Sea, to the Russian ports of Odessa and Yalta.

Another interesting programme is that offered in the *Meteor* Cruises (Bergen Line). In March and April, this ship makes two cruises to the Eastern Mediterranean. She docks at Dover at the end of the second. In June she sets out on a series of tours of the Norwegian fjords, North Cape and Spitzbergen, and in the autumn returns to the Mediterranean and the Black Sea. By the Bergen Line you can also travel along the Norwegian coast, as far as Kirkenes, while from Bergen there is an interesting trip, by Fred Olsen Lines, to Oslo, calling at various South Norwegian ports. The early holiday-maker may even be attracted to the Lofoten Tour (with two departures from March), which takes you to the world's greatest fishing banks, with the white-capped peaks of the "Lofoten Wall" as background. This is a holiday that's different.

Travel agents will tell you that among the thousands of enquiries for holidays at sea, at least a third are from people who want to spend a holiday *on* the sea rather than beside it. For such people a cargo boat trip is the answer, but it is usually necessary to book well in advance (remembering that freighters seldom run on schedule). Among the firms I can recommend for this kind of holiday are Informal Travels.

The enthusiast for sea holidays among the isles of Greece will be attracted by the cruises offered by Fairways and Swinford, Oceanways, Adriatica Line, Hickie Borman, Stelp and Leighton, and Gellatly, Hankey Ltd. They invariably include opportunities for sightseeing at the various ports of call. The independent traveller may, however, prefer to book passages in the Piraeus to the various islands which are served by local services. I recommend that this be done on the spot. A list of these services can be obtained from the Greek Information Office, 34 Hyde Park Square, W.2.

Nearer home, the National Trust of Scotland has chartered the indefatigable *Meteor* for three cruises; an Islands Cruise leaving on May 4, a Scottish Gardens Cruise departing on May 12, and a Highlands and Islands Cruise sailing on May 20. You could also plan an independent island-hopping tour using the services of Macbrayne's. British Railways are offering cruises by the *Duke of Lancaster*. Norway is included in the itinerary of two of the three continental cruises, and in addition there will be two ten-day cruises of the Scottish lochs. The fares are moderate and de luxe facilities are provided for passengers. Also to be noted are the week-end cruises by the *Falaise* to French Channel ports.

For those holidaymakers who prefer sailing on inland waters, there are the trips along the Rhine. Operating these cruises are Yacht Holidays, European Yacht Cruises, Lissone-Lindeman, Cornelder's and the Alpina-Rhine Line. Also available are cruises on inland waterways of Holland, Belgium, France and Britain. For the last-named country I recommend you to consult the brochure issued by the British Travel Association. A useful firm to be remembered by those who like to "mess about" with boats is World Holidays Afloat.

**The elegant way to the United States or Canada**

Headed by the sumptuous, £13 million flagship, s.s. *Rotterdam* the five magnificent ships of the Holland-America Line form the Atlantic's most modern fleet.
All are equipped with anti-roll stabilisers, and are completely air-conditioned. Whether you travel by the flagship herself, or by one of her great companions, you have an unsurpassed variety of accommodation, with private facilities in most rooms, and food of renown prepared by chefs of international standing. Glittering social events and recreational opportunities of all kinds make a voyage by the Holland-America Line a richly rewarding experience. Included in the fleet operating on the Atlantic are s.s. *Rotterdam*, s.s. *Nieuw Amsterdam*, s.s. *Statendam*, s.s. *Ryndam*, s.s. *Maasdam*.

"It's good to be on a well-run ship"

**From Southampton**

*Consult your Travel Agent or*

**Holland-America Line**

120 PALL MALL, LONDON, S.W.1
Telephone: WHitehall 1972

IT'S SUNNY TODAY IN **SOUTH AFRICA**

When it's Winter in Europe, South Africa is radiant with sunshine.

And what a wonderful fund of delightful experiences awaits you in this amazing land.

Bustling cities, as modern as the minute, contrast with vast areas of unspoilt nature at their very doorsteps. The all-year-round pleasure of white sandy beaches swept clean and fresh by seas of unbelievable blue, contrasts with the excitement of game reserves offering endless opportunities to photograph and study wild animals in perfect safety.

The fascinating native life and age-old tribal customs: every kind of sport and pastime: comfortable accommodation, good food, warm friendliness and good company wherever you go add further to your pleasure. You can't fail to enjoy a holiday in South Africa.

**South Africa**

LAND OF SUNNY CONTRASTS

SATOUR **SOUTH AFRICAN TOURIST CORPORATION**

70 PICCADILLY, LONDON, W.1. Phone: GROsvenor 6235/6

*Write, phone or call at this office for free and helpful advice, information and literature about holidays and tours in South Africa.*

Reservations and bookings should be made through your TRAVEL AGENT or South African Railways Travel Bureau, South Africa House, Trafalgar Square, London, W.C.2.

**CARS GO *Free!***

***to Sunny Scandinavia via Swedish Lloyd***

Lovely beaches, extra hours of sunshine, good roads, traffic on the left, petrol about 4/6d a gallon...Sweden is perfect for motoring and bathing holidays. Cross: Tilbury to Gothenburg, in the heart of Scandinavia. 36 hours in a cruise-like atmosphere, with famed smorgasbord. Cars go free if with 4 people, 75% of cost if with 3. The car free route is the carefree route. Enjoy it!

***FOR NON-MOTORISTS:*** 500 miles of FREE TRAIN TRAVEL in Sweden's beautiful South.

*Details from your Travel Agent, or*

**SWEDISH LLOYD**

Marlow House, Lloyd's Avenue, London, E.C.3
ROYal 3161

**Italy GO WITH CIT**

CIT, the largest Italian tourist organisation, can offer you the best possible holiday in Italy.

***Just a selection of the 100 holidays available.***

| | RAIL 12 nights at Hotel | AIR 14 nights at Hotel |
|---|---|---|
| Italian Riviera .. .. | £31. 0.0 | £38.17.0 |
| Viareggio .. .. .. | £31.15.0 | £40. 9.0 |
| Adriatic Coast .. .. | £27. 6.0 | £36. 4.0 |
| Italian Lakes .. .. | £31.10.0 | £43.18.0 |
| Elba .. .. .. .. | £38. 8.0 | £52. 0.0 |
| Sicily and Sardinia .. | £44.10.0 | £59. 0.0 |
| Capri .. .. .. .. | £53. 9.0 | £67. 0.0 |
| Sorrento Area .. .. | £46.15.0 | £59.10.0 |

CONDUCTED TOURS BY COACH

| | | |
|---|---|---|
| Easter Tour .. .. | 14 days | £38. 0.0 |
| Discovery Tour .. .. | 15 days | £47.10.0 |
| Luxury Grand Tour .. | 21 days | £99.15.0 |

*Book through CIT or local travel agents.*

CIT

Please send me your free brochure.

Name .....

Address .....

.....

CIT (England) Limited,
10, Charles II Street, London S.W.1

# HOLIDAYS FOR HONEYMOONERS

Dotted here and there about the face of Europe are certain enchanting spots, each of which, when I chanced upon it, seemed to cry out "Here you see the ideal haunt for a honeymoon holiday." They have an appeal which also applies to other travellers as well. From these dozens of places, it is not easy to select the best to recommend in this short article, and I must confine myself to just a few of my "three-star" selections.

Let me, however, begin with a couple of reservations and a suggestion. Do not, for instance, make the mistake of visiting a worldly Eden at the wrong time of year, when it is not perhaps looking its best, otherwise you may well be disappointed and your hoped-for delight sadly marred. Nor should you select too isolated a place, however lovely it may be, if either of you are gregariously minded and like some life around you, especially in the evenings. I would suggest, too, that in your choice of a honeymoon holiday you consider whether to wander around to various centres, or even to tour by car. This latter scheme may well appeal to those who, like myself, consider motion to be the best of all forms of a holiday.

To many newly-weds a honeymoon must embrace at least a short stay in Paris. From there I offer two further steps. One would take you to Beg-Meil (Hotel des Dunes), on the coast of Finistère, where you will find excellent beaches, some of the finest coastal scenery in France, and an attractive wooded hinterland. The air, too, is pure and exhilarating.

The alternative step would bring you along the well-beaten road to the French Riviera, surely the most popular of all honeymoon areas. If I specially mention Nice, Cannes, Menton, Grasse, Beaulieu, Antibes and Saint-Jean-Cap-Ferrat, it is because a number of hotels in these resorts offer special terms to newly-weds. The names of these hotels can be obtained by applying to the Syndicat d'Initiative of the resort chosen.

Perhaps, however, after a few days on the Côte d'Azur, you might feel inclined to take the overnight ship which will bring you to the scented isle of Corsica, with its haunting perfume of the maquis which Napoleon recalled even at St. Helena, and which the Emperor could never think of without emotion. The Hotel Napoleon Bonaparte, at Ile-Rousse, would be my first choice, but I like also the Grand Hotel in Ajaccio and there is the romantically situated Porto (Hotel Mediterranée), on the lovely Gulf of Porto.

Italy is the mecca of so many honeymooners. Here my thoughts flit almost automatically to three spots: Taormina, Capri and Venice. As honeymooners usually have money to spend I have no hesitation in recommending the San Domenico Palace (Taormina), the Quisana (Capri), and the Luna (Venice). If, however, you seek good bathing beaches near your hotel, then try the luxury Hotel Regina Isabella at Lacco-Ameno (island of Ischia).

It has been said of Taormina, with its superb view of Etna, that it is a place for those who can create a beautiful world of the imagination. I know of no lovelier spot in the world, with the possible exception of the Plitvice Lakes in Yugoslavia, where you can lodge excellently in the first-class hotel at Plitvice Jezera. Capri, strangely enough, is not only a place where you will find all the attractions of gay life, but also opportunities for utter solitude in this perfect corner of the earth.

Surely no one has ever been disappointed with Venice, for it comes nearest of all to a dream place. It cannot be imagined, however, if it has not been seen. It cannot be adequately described, it can only be enjoyed and loved.

If you really want to sizzle in the sun, then I can recommend Greece; and in this classical and lovely land my first choice is Rhodes (Hotel des Roses or Miramare-Beach Hotel), with Corfu (Corfu Palace or Miramare-Beach Hotel) as a close runner-up. A sea-cruise among the isles of Greece would also be superb. In Switzerland there is an abundance of delightful spots from which to choose. Saas-Fee, in the Valais, Flims-Waldhous (specially recommended), in the Grisons, and Mürren (Bernese Oberland), one of the loveliest spots I know. But in this scenery-soaked land it is almost impossible to make a poor choice.

From Switzerland to Austria, another country with inexhaustible delights. Idyllic is the Inselhotel on the Faakersee, which stands on a small island, with high mountains in the background. But early reservations are essential. As an alternative, I recommend the Hotel Prüller at Pörtschach, a resort on the Wörther See, or Innsbruck, the most romantic city in Tirol, with opportunities for lovely excursions. The Hotel Tyrol is definitely the best in this town, but the Maria Theresia has the liveliest bar. For Germany I favour the Bavarian Alps, with Garmisch-Partenkirchen as the favourite resort; but I would also wish to recommend Berchtesgaden, Schliersee and

(Continued on following page)

Breakfast by the Wörther See, in the open-air restaurant of the Hotel Wergen Astoria, at Pörtschach, in Austria

## OUTSTANDING FESTIVALS—1961

**Austria**
Erl: Passion Play, May 27–September 24.
Bregenz: Operetta Festival on floating stage, July 21–August 20.

**Belgium**
Bruges: Procession of the Holy Blood, May 8.
Lochristi: Begonia Festival, August 26–28.
Ghent: Flower Festival, September 3.

**Finland**
Helsinki: Sibelius Festival, June 6–12.

**France**
Les-Saintes-Maries-de-la-Mer: Gipsy Pilgrimage, May 24 and 28.
Le Bourget: International Air Show, May 26–June 4.
Saint-Anne-d'Auray: Pardon, July 25–26.
Avignon: Festival of Drama, July 16–August 1.
Ribeauville: Festival of the Wandering Fiddlers, beginning of September.

**Germany**
Würzburg: Mozart Festival, June.
Coblenz: Operetta on the Rhine, end June to end September.
Berlin: International Film Festival, end June to beginning July.
Dürkheim: Sausage Market, mid-September.
Munich: October Festival, September 24–October 3.

**Holland**
Keukenhof: Floral Park, April 15 to end May.
Lisse: Bulb Procession, April 22 or 29.
Delft: Ancient Art and Antique Exhibition in the Prinsenhof, end August to early September.
Arnhem: N.A.T.O. Tattoo, mid-July to August.

**Italy**
Florence: Medieval Football Match, May 7 and June 24.
Gubbio: Race of the Candles, May 15.
Pisa: Battle of the Bridge, June 4.
Sassari: Sardinian Cavalcade, Late May.
Siena: Il Palio, July 2 and August 16.
Venice: "Il Redentore" Gondola Procession, July 16.

**Luxembourg**
Echternach: Dancing Procession, May 23.

**Norway**
Bergen: Music Festival, May 25–June 11.

**Spain**
Seville, Malaga, Granada, etc.: Holy Week celebrations, March 26–April 2.
Seville: Fair, April 18–23.
Pamplona: Festival of San Fermin, July 6–15.

**Switzerland**
Interlaken: William Tell plays, mid-July to end of August.
Lucerne: Musical Festival, August 13–September 6.
Sempach: Celebration of the Battle of 1386, July 3.
Glarus: Landesgemeinde, May 7.

**Yugoslavia**
Dubrovnik: Summer Festival, July 10–August 24.
Korcula: "Moreskas" (knightly tournament), July 22–30.
Sinj (near Split): "Sinjska Alkas" (knightly tournament), August 13.

# HONEYMOONS

(*Continued from previous page*)

Hirschegg (in an Austrian enclave near Oberstdorf where the scenery is breathtaking and the Hotel Ifen gets my three stars).

Spain is a most appealing country for a honeymoon. While the romantic will perhaps wish to explore Andalusia, there is also the Costa Brava, where the Hotel Gavina in S'Agaro is easily my first choice; and it offers wonderful bathing beaches. Unfortunately, the ever-popular Palma (Majorca) is rather badly suited for bathers, but if you should wish to go there then I suggest you stay at the Victoria which has its own swimming-pool. Be careful, by the way, regarding travel agents' recommendations for Majorca, for hotel standards there vary greatly.

Some further foreign suggestions are Bled and Dubrovnik, both in Yugoslavia, Tangier, with wonderful sands, good hotels, and an Oriental atmosphere, and Madeira where Reid's Hotel provides perfect conditions for a honeymoon holiday.

Nearer home, western Ireland has many delightful centres from which to explore a lovely countryside, and there is also first-class accommodation available. Right out of this world is the Renvyle House Hotel at Renvyle, in Co. Galway. This is one of the most beautiful spots in Europe. Consider, too, the excellent Butler Arms in Co. Kerry which last year won my award as being the best hotel I had visited. It lies beside the sea, with good sporting facilities available.

Another "foreign" land is the lovely little island of Sark. This independent island kingdom, ruled by a hereditary Seigneur, who is nowadays known as the "Dame of Sark," has scenery which is frankly sensational. But don't go there if you want sophisticated attractions. They are banned. Sark is that sort of place. There is, however, comfortable accommodation for the special kind of visitor the island caters for. One final recommendation for a honeymoon holiday must be Edinburgh. Like Venice, the Scottish capital appeals to all tastes and excites every intellect. Apart from the varied charms of the city itself, there are many fine excursions to be made—to the Trossachs, or the Border country.

Granada, in Spain, with the Sierra Nevada behind

## DIRECTORY

Albany Travel Service, 22, Cork Street, W.1.
Alpina-Rhine Line, Agents in U.K.: Mundy and Co., Walsingham House, Seething Lane, E.C.3.
Autotravel—(see under Thos. Cook.)
Blue Cars, 224, Shaftesbury Avenue, W.C.2.
Blue Water Cruises, 111, Union Street, Glasgow, Scotland.
C.I.T. (also C.I.A.T.), 10, Charles II Street, S.W.1.
Thos. Cook and Son, 45, Berkeley Street, W.1 (also many branches).
Cornelder's Travel, 114, Shaftesbury Avenue, W.1.
J. Davy Car Hire Ltd., 9, Logan Place, W.8.
European Yacht Cruises—(see under Lunn's).
Fairways and Swinford, 10, Hanover Street, W.1.
Fourways Travel, 104, New Bond Street, W.1.
Fregata Travel, 122, Wardour Street, W.1.
French Travel Service, 48, Brook Street, W.1.
Grange Travel Service, 3, Pomp Lane, Hayes, Middlesex.
Greek Line, 28, Piccadilly, W.1.
Hickie Borman, 24, Charles II Street, S.W.1.
Holland-America Line, 120, Pall Mall, S.W.1.
Horizon Holidays, 17, Hanover Street, W.1.
Informal Travels, 45, Queensway, W.2.
F. and W. Ingham, 26, Old Bond Street, W.1.
Harold Ingham, 15, St. John's Road, Harrow, Middlesex.
Lammin Tours, 67, Blenheim Terrace, N.W.8.
Leroy Tours, Dudley House, Tunbridge Wells, Kent.
Linjebuss, Marlow House, Lloyds Avenue, E.C.3.
Lissone-Lindeman, 25, St. James's Street, S.W.1.
Erna Low Travel Service, 47, Old Brompton Road, S.W.7.
Lunn's, 36, Edgware Road, W.2.
Milbanke Travel, 164, Piccadilly, W.1.
Motorways, 47, Piccadilly, W.1.
Oceanways, 23, Haymarket, S.W.1.
Olympic Cruises, 95, Leadenhall Street, E.C.3.
Pickfords, 205, High Holborn, W.C.1.
Progressive Tours, 100a, Rochester Row, S.W.1.
R.A.C. Travel Service, 66, Haymarket, S.W.1.
Ramblers' Association, 48, Park Road, N.W.1.
Rentavilla, 11, Old Bond Street, W.1.
Stelp and Leighton, 9-13, Fenchurch Street, E.C.3.
SwansTours, 260, Tottenham Court Road, W.1.
Swedish Lloyd Line, Marlow House, Lloyds Avenue, E.C.3.
Travel Counsellors, 139, Kensington High Street, W.8.
Union Castle, Rotherwick House, 19-21, Old Bond Street, W.1.
W.T.A., Gillingham Street, S.W.1.
Wings, 48, Park Road, N.W.1.
World Holidays Afloat, 114, Shaftesbury Avenue, W.1.
World Sport and Travel, 198, Sloane Street, S.W.1.

Mont Orgueil Castle and Royal Bay, Jersey, in the Channel Isles, as seen from a B.E.A. aircraft

## HOLIDAYS IN FAR-AWAY PLACES

There are signs that British holidaymakers are at last taking full advantage of the present comparative freedom from currency restrictions and are spreading themselves across the world in places where for twenty years it was rare to see someone from this country. One firm of travel agents has reported that they are completely sold out on an escorted tour of India leaving in the middle of January and are unable, because of lack of steamer berths, to duplicate the trip. P & O-Orient Lines tell me, too, that it is now difficult to obtain a cabin on a round-the-world voyage of the *Chusan* in December 1961.

But there are many holidays far afield which it is still possible to arrange. A thirty-four-day holiday in Kenya and Uganda, visiting Entebbe, Murchison Falls, Kampala, Fort Portal, Queen Elizabeth National Park, Albert National Park, Kisenyi for volcanoes, and Kabale, costs from £374 to £630, according to class of air travel and the time of year. A cheaper holiday to Nairobi, lasting seventeen days and including a five-day tour of the Masai reserve and a four-day trip including a visit to the famous "Treetops" Hotel, costs as little as £239, using economy air services.

Although this is the best time of the year for a holiday in Ceylon, the weather remains good until the monsoon breaks in May. A fortnight's holiday there, visiting Colombo, Anuradhapura, Kandy, Sigiriya, Nuwara Eliya and Bandarawela, with appropriate sight-seeing, is quoted by one travel agent at £376 per head if two people are travelling together.

Barbados and the Windward Isles sound exciting alternatives to the conventional holiday in the Bahamas, especially when names like St. Lucia and Grenada are mentioned. A twenty-five-day holiday costs about £246, travelling by air. Other suggestions are a twenty-two-day holiday in Trinidad and Tobago with a free range from £255 to £374, and a stay-put holiday in Jamaica at Montego Bay for as little as £213 for a fortnight. Some will prefer the cooler climate of Bermuda. The best time to go is in the late spring; July and August are the hottest months, with the temperature in the eighties. Travelling by air, twelve days there would cost anything from £183 to £261. Travelling by ship direct (on the *Caronia*), a sixty-three-day holiday is priced by one agent from £356 to £681.

W. D. C. C

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

**This page is missing from the print copy used for digitization.**
**A replacement will be provided as soon as it becomes available.**

# THE VISITOR TO BRITAIN

In all my travels I have never seen any country that is lovelier than the United Kingdom. I will not, however, extol further the general attractions of a holiday on this island, but will try to give practical information on how best to carry it through. It is obvious that in a limited time it is quite impossible to try to see every interesting part of our country. You must, in fact, be selective. Much will necessarily depend upon your tastes. London will be the main magnet for almost everyone, and the first thing to do after arrival is to get orientated in what must seem at first to be a confusing city.

Go, then, on one of the conducted tours offered by many travel agents; London Transport run hourly buses from close by Victoria Station which embrace the chief points of interest. Once you get your bearings, you will doubtless wish to explore at leisure the places that especially attract you. Incidentally, don't omit a visit to Kew Gardens, which are as fine as anything of the kind you will see elsewhere in the world. I also suggest you visit Knole (near Sevenoaks), for it is the best example of a medieval great house in England. If you are interested in our historic houses and castles, I advise you to obtain from the British Travel and Holidays Association (B.T.H.A.) their guide-book on those places open to the public. This organisation, by the way, will answer almost every travel problem connected with Great Britain and Northern Ireland. Their address is: 64, St. James's Street, London, S.W.1.

Worth noting is a 7-day tour offered by Cook's to the cathedrals and stately homes of southern England.

Outside London, but within easy day-excursion reach, are Canterbury, Oxford and Blenheim Palace, Hampton Court and Windsor, Cambridge and Ely Cathedral, Salisbury and Stonehenge, and Stratford-on-Avon. If you wish to attend a performance, however, at the Memorial Theatre in the last-named town, then an overnight stay is recommended. Your hotel can usually get the necessary seat tickets.

(There is, however, a day excursion offered by Guild Tours of Evan Evans, 71, Russell Square, London, W.C.1, which takes you to Stratford for a matinee performance on either Thursday or Saturday, with luncheon in the Memorial Theatre restaurant, and dinner at the Bull's Head, in Aylesbury, returning to London by 10 p.m. The cost is 84s., inclusive of a best seat in the theatre.)

At Dunster, in Somerset, the Luttrell Arms Hotel (a Trust House stands close to the 17th-century Yarn Market

Incidentally, a pleasant and leisurely approach to Oxford is by river-steamer (Salter's) along the Thames. The trip can be accomplished in one day if you embark (or disembark) at Henley, completing the journey from or to London by train.

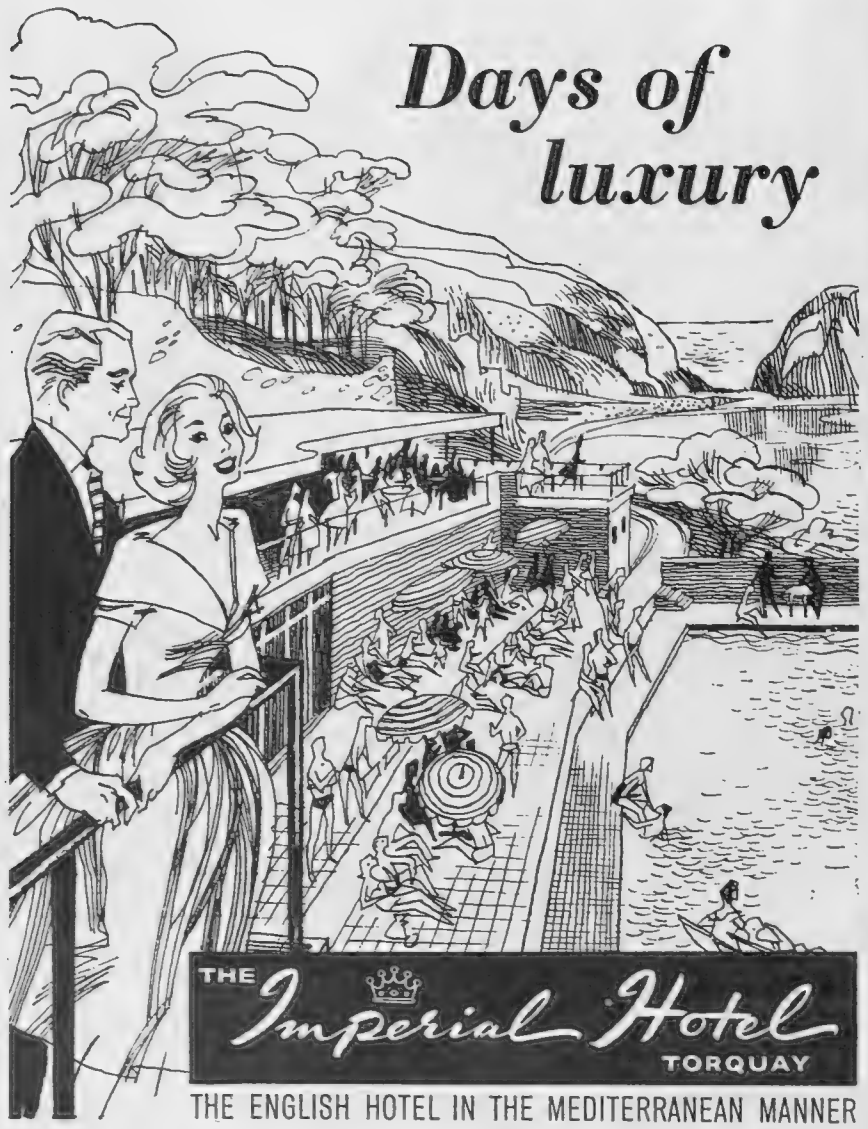
It is perhaps invidious to offer any preference for any special part of Britain for a visit. There are those who wish to see Lakeland, the Highlands of Scotland, Wild Wales, or the West Country. But I think it is hard to make a single better choice from both the scenic and historic points of view than the lovely Wye Valley. Make either Ross-on-Wye or Monmouth your headquarters for exploring the beauties of this " Rhineland " of England, although I, personally, think it far excels its German counterpart (except for its wines). There are good hotels run by Trust Houses in both these towns. Also in the area are this organisation's Speech House Hotel in Coleford (Forest of Dean) and the Radnorshire Arms in Presteigne—both historic hostelries.

As a matter of fact, a delightful and satisfying holiday in England could well be spent simply by staying in one or other of the Trust House hotels. The Golden Lion, in Northallerton, would bring you to the Yorkshire Moors and Dales; the Bull at Long Melford

(*Continued on page 49*)

A first-class Pullman coach on the Eastern Region's " The Master Cutler " which runs between King's Cross and Sheffield

**Right:** A steamer on Loch Katrine, near Scotland's Trossachs




THE ENGLISH HOTEL IN THE MEDITERRANEAN MANNER

*Queen's Hotel, Cheltenham*

***Long or short—your visit is best spent at a***

**TRUST HOUSE HOTEL**

Stay at a Trust House, business or pleasure bent, for days or weeks. To the north, south, east or west of the British Isles you'll find a Trust House to offer you comfort, warmth and good food in a friendly yet efficient atmosphere. There are more than 200 Trust House Hotels in the British Isles; some were built many centuries ago, others quite recently, but all have the amenities and services of a modern, well-run hotel.

**Spring and Autumn are the best times to choose, when bookings are easier, most prices lower, and the country-side at its most beautiful.**

*Write for the Trust House Handbook which lists all the hotels and their tariffs and locates each one on a specially prepared road map.*

**TRUST HOUSES LIMITED**

81 PICCADILLY LONDON, W.1 Phone: GROsvenor 1846

# TURNBERRY HOTEL

*Ayrshire*

Overlooking its championship Ailsa and Arran Golf Courses on the sheltered Ayrshire coast.

Pitch and Putt Course. Tennis. Sea-bathing. Indoor Swimming Pool. Dancing. Private Cinema.

**OPEN ALL THE YEAR**

*

*Guests met at Kilmarnock Station on request.*

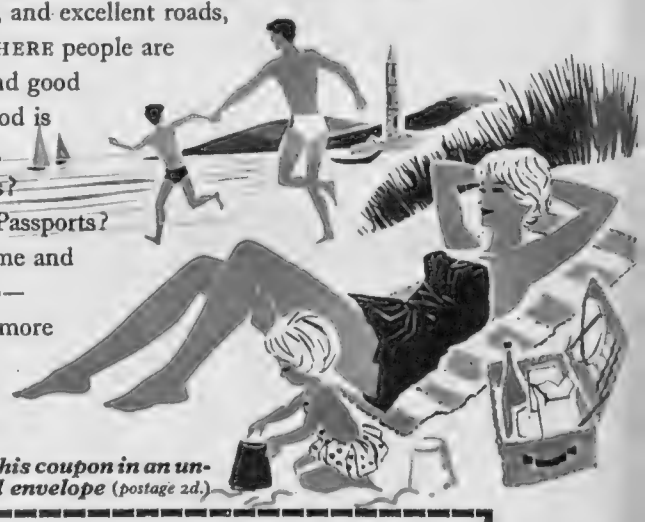
The Resident Manager will be happy to send coloured brochure and give full details.

TELEPHONE: TURNBERRY 202

# Holiday in friendly *Ireland*

**So near to home—so far from care**

HERE is peace . . . HERE are uncrowded sandy beaches without number—a paradise for children. HERE is scenery to take your breath away, and excellent roads, free from traffic. HERE people are always friendly and good humoured, the food is always of the best. Foreign languages? Odd currencies? Passports? Forget them! Come and relax in IRELAND—you get so much more for your money.



***Post this coupon in an unsealed envelope*** *(postage 2d.)*

*Please send me your free Ireland Holiday Pack of colourful literature* (BLOCK LETTERS PLEASE)

NAME_____

ADDRESS_____

_____

SP

*Travel by*
AER LINGUS
BRIT. RAILWAYS
B. & I.
CITY OF CORK
BURNS & LAIRD
LINES

*Phone, call or write to your nearest* IRISH TOURIST OFFICE

71 Regent St., London, W.1 Regent 6801 | 16 Mount St., Manchester, 2 Deansgate 5981 | 35 St. Enoch Sq., Glasgow Central 2311

# THE VISITOR TO BRITAIN

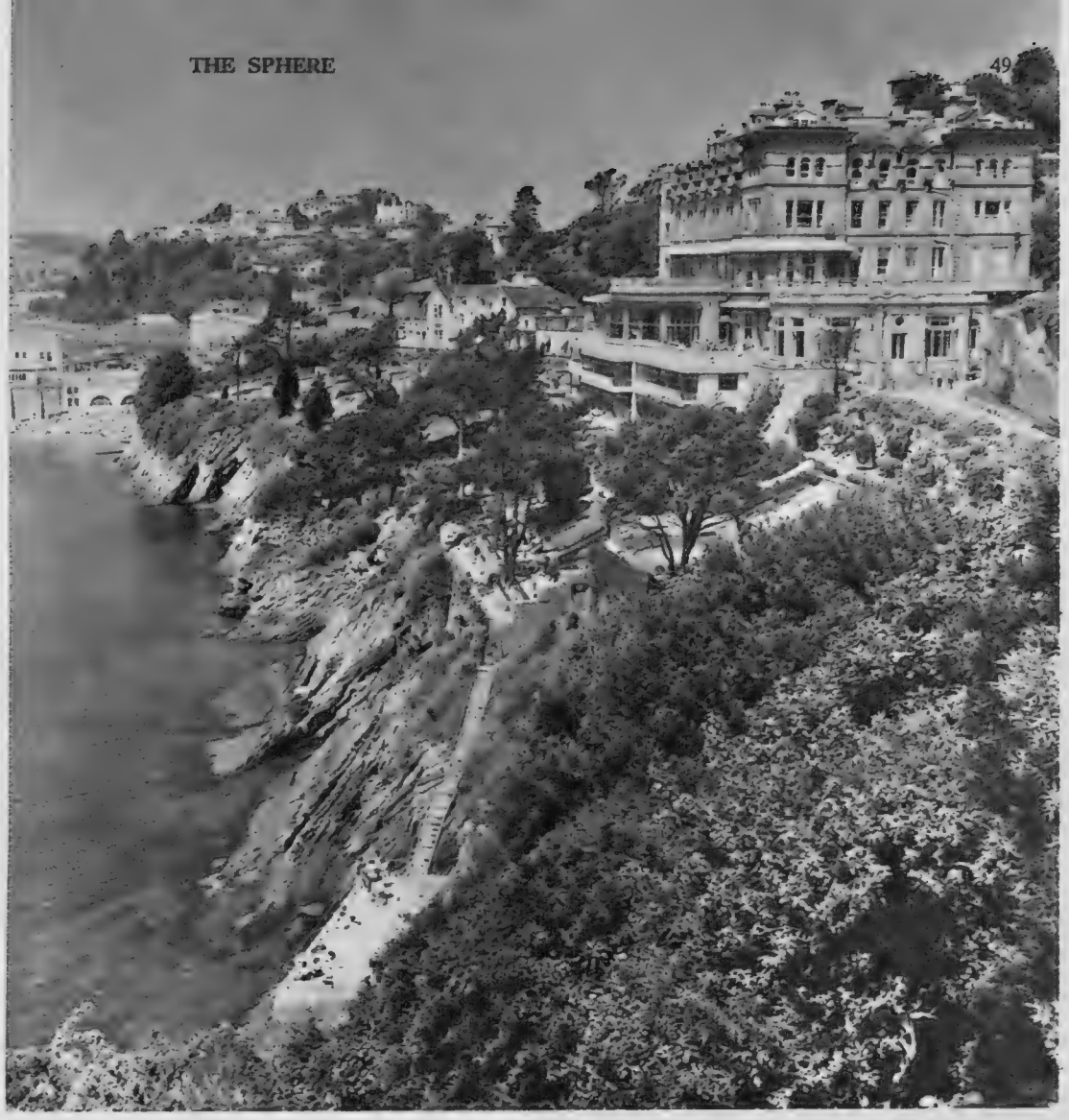
(*Continued from page 47*)

lies in a fascinating part of Suffolk—my favourite county—while the nearby Swan, in Lavenham, was founded in the fourteenth century; both these medieval villages have many buildings of interest. Dunster, in Somerset, is a worthy goal for any traveller to the West Country, and here I can recommend the Luttrell Arms, an ancient inn (and Trust House), said to have been the residence of the abbots of Cleve. The Isle of Wight, with its mild climate, has the excellent Royal Hotel in Ventnor, while my last Trust House suggestion is the new Dragon Hotel in Swansea, near which is the Gower peninsula, picturesque enough to repay a stay of several days, yet still little known to visitors.

Before leaving the West Country I suggest that Torquay on the English " Riviera " makes an admirable base for excursions into much glorious country, including all Devon and Cornwall. The Imperial Hotel, too, in this resort (as lovely a spot as any in Britain) is second-to-none outside London.

Wessex, King Alfred's homeland and the setting for the Hardy novels, with its wild heaths, suggests Dorchester as a good centre. For South-Eastern England I would recommend Canterbury, Tunbridge Wells, Brighton and Colchester as suitable bases. The Cotswolds in the Midlands are exquisite, and their stone-built villages and perfection of landscape provide unforgettable memories. Stratford-on-Avon, Ludlow, Gloucester and Cheltenham are all places I can recommend for exploration. From Bangor or Bettws-y-Coed you can tour Snowdonia, one of the grandest scenic areas in Britain. And York, Buxton and Harrogate are gateways to the Yorkshire moors and dales. For the Lake District, I like Keswick, Windermere and Penrith; and keep in mind the scenic Isle of Man, where Douglas is recommended. Finally, for England, there is the rather wild but attractive Border country, where I suggest Hexham and Rothbury as centres. At Hexham you will find the finest example of the Roman defence system in Europe.

In Scotland, Edinburgh is a good base for visiting the famous Border country. But Peebles and Galashiels can also be recommended. Then, for Central Scotland and the Highlands, Edinburgh, Inverness, Perth, Pitlochry, Oban and Fort William are among the best centres. Worth noting are the coach tours from Edinburgh offered by Scottish Omnibuses Ltd. (5, St. David Street, Edinburgh, and 298, Regent Street, London, W.1), from which full itineraries can be obtained. Nor must I omit to mention MacBrayne, a most famous name in the Western Highlands of Scotland. For those with romantic souls, who wish to visit such enchanted isles as Skye, Iona, Staffa, Mull and many more, this firm offers a wide range of day and longer circular tours by steamer, coach and train. Particulars can be obtained through your travel agent or from 44, Robertson Street, Glasgow, C.2.



At Torquay, in South Devon, the Imperial Hotel occupies a superb position overlooking the bay and harbour

Finally, a few remarks about transportation facilities in Britain. Despite the occasional moans of the inhabitants, this country possesses a rail system second to none. There are several mile-a-minute expresses, including the " Bristolian " (London-Bristol, 118 miles in 105 minutes), the " Atlantic Coast Express " (non-stop to Salisbury, 84 miles in 83 minutes, and continuing on to the West Country), the " Elizabethan " (London-Edinburgh, non-stop, 393 miles in 395 minutes), and the " Midland Pullman " (London-Manchester, 187 miles in 192 minutes). It is possible, too, to buy a weekly season ticket covering unlimited journeys throughout Britain, while there are similar facilities in the various regions.

Bus services run everywhere—even from John o' Groats to Land's End—and you can get particulars about any special area from the B.T.H.A., as well as a useful general pamphlet. This organisation has also a booklet on Britain's Inland Waterways, and this is an excellent way of discovering the glories of our countryside. Next to the trip along the Thames, there are splendid opportunities for taking holidays on the Norfolk Broads, with Blakes (47, Albemarle Street, London, W 1) offering a fine range of craft. But you may, possibly, prefer to dawdle along a canal in a reconstructed narrow-boat, and organised cruises are available. An alternative suggestion is to hire a car from one of the many firms in this business.

Remember, too, that B.E.A. run inland air services which will whisk you to the Western Hebrides or to Shetland and Orkney in a day.

On the Norfolk Broads a visit is made to one of the waterside buildings

Swallow Falls on the Llugwy River near Bettws-y-Coed, Caernarvonshire

# COOKS
## – to be sure!

You're always sure with a Cooks holiday! Sure of the journey—with the man from Cooks helping in every way. Sure, too, that the accommodation will be comfortable and reliable—often with Cooks hostess resident in the resort. Sure finally that Cooks give you the best value for money and a wonderful choice!

**SEEFELD** (Austria)
2 weeks by air ..... **£37.12s.**

**NICE**
8 days by rail ..... **£25.14s.**

**DINARD**
15 days by air ..... **£34.2s.**

**ALASSIO**
15 days by rail ..... **£34.12s.**

**RIMINI**
2 weeks by air ..... **£37.11s.**

**SAN FELIU** (Costa Brava)
15 days by rail ..... **£31.1s.**

**LUCERNE**
1 week by air ..... **£30.14s.**

*—and a choice of 25 wonderful Coach Tours Abroad from 27 Gns!*

***FREE—Send today for your copy!***

**Ask for this colourful 72-page 'Holidaymaking' magazine at any office of Cooks, Dean & Dawson, Pickfords, and appointed agents; or send your name and full address on a postcard (in capitals, please) to THOS. COOK & SON LTD., 'Holidaymaking' Dept. F/1/LY Berkeley St., London, W.1.**

MEMBERS OF ABTA

**AND ALWAYS CARRY COOKS TRAVELLERS CHEQUES**

# The CRUISE WAY
## to Sunny MADEIRA
## TENERIFFE
## LAS PALMAS
## CASABLANCA

EXCEPTIONAL VALUE from as little as £75

A choice of winter holidays from December to April. Travel on the Transatlantic Cruise Liner ARKADIA and enjoy gracious living from as little as £75. We can reserve hotels at any port of call. *Send for illustrated brochure now.*

***SEE YOUR TRAVEL AGENT OR***

**GREEK LINE**

(DEPT. M.18.) 28 PICCADILLY · LONDON · W.1
*Telephone:* REGent 4141




**MOTORING**

# CAR TRADING

*Judgment against the industry's distribution scheme*

By **COURTENAY EDWARDS**

The buying and selling of cars in Britain will go on much as before in spite of a declaration by the Restrictive Practices Court that the motor industry's distribution scheme was against public interest and therefore void. The judgment made the distribution scheme look like the machinery of a rather sinister price ring, yet it would be ridiculous to imagine it was a concerted attempt by the wicked uncles of the industry to hold the motoring public to ransom.

Vauxhall Motors, one of the signatories to the agreement, showed how elastic the scheme is when last year they cut their prices to clear stocks when hit by the recession. It is also important to remember that a very large percentage of all new car sales in Britain involve the trading-in of a second-hand car. A dealer can adhere meticulously to the price laid down by the manufacturer of the new car he is selling yet make an allowance well above market value for a used car taken in part payment. Motorists who are hoping the rejection of the agreement will lead to price cuts are mistaken. For while the judgment prevents manufacturers from *mutually* agreeing on price maintenance there is nothing to stop an individual firm carrying on exactly as in the past in relation to his own franchised dealers.

The motor industry will obviously have to take a close look at the whole problem in the altered conditions, and changes are almost certain to come later. For instance, it seems likely that some manufacturers will develop the policy of exclusive trading, and will not permit their dealers to sell the products of any other firms. Under the agreement which has just been declared void a franchised dealer was allowed to sell any make of car. Whatever happens after they have made their agonising reappraisal I expect the motor industry will continue to insist on minimum repair facilities for all their dealers.

Joseph Lucas, Ltd., the firm on which so many motorists rely for their lighting and engine ignition, has just begun an intensive programme of cold climate tests in Canada to find out if it can improve the electrics of British cars sold in countries with severe weather. It has sent out a four-man team with two cars: an Austin A55 and a Vauxhall Velox. Their dynamo-regulator-battery systems have been duplicated. One will carry normal loads. The other will be loaded artificially and will work with a battery located in the boot to establish the difference between forward-and rear-mounted batteries.

The cars are packed with test equipment worth more than £6,000; and it is estimated that the expedition will cost over £15,000. The results should be worth a great deal more than that to the British motor industry. Leader of the team is Mr. L. E. Edwards, assistant to the Lucas chief engineer. Helping him are Mr. J. G. W. West (Group Advanced Planning and Design Manager), Mr. D. P. Luckhurst (electrical and vehicle engineer), and Mr. H. Heap (maintenance fitter). The expedition wants to explore the performance of small batteries in cold climates and the effects of engine heat on battery temperature.

In spite of all its set-backs the British motor industry built some 1,365,000 cars in 1960 and exported about 568,600 of them. The production figure is a new record—the 1959 total of 1,189,943 being the industry's previous best performance. Export sales were almost exactly the same as in 1959 in spite of a drop of 76,000 in the U.S. At the turn of the year the industry's prospects in North America have given British car manufacturers a great deal of anxiety. In 1960 sales in the U.S. fell to about 132,100 from a figure of 208,139 in 1959.

Although sales in Canada were 13,000 up on the year (86,000 against 73,000 in 1959) the demand for British cars fell away badly in the last four months. For eight months all was well, with improved business in each month from January to August. Then, in September, sales dropped to 2,470 from a figure of 4,813 in the corresponding month of 1959 and things were just as bad in October, the last month for which statistics were available at the time of writing.

So it looks as if the U.S. compacts are beginning to hit British car sales in Canada as badly as in their country of origin. The latest estimate from America is that in 1961 the compacts will represent 40 per cent. of total U.S. car production compared with a percentage of about 30 last year. Experts say imports of European cars to the U.S. this year will drop to 400,000 compared with a total of 500,000 for the first nine months of 1960 alone. The only European car which appears to be holding its own against the compacts is the Volkswagen.

Briefly . . . There were 670 road accident deaths in Britain in October (fifteen more than in October 1959); Alexander Engineering announce a new venturi-type exhaust extractor device for 59s. 6d.; an authorisation for 723 parking meters in St. Pancras borough will bring the London meter total to 5,382 by March 20. . . . Citroen announce a face-lift for their incredible, " ugly duckling " 2CV model; B.M.C. are considering alterations to their car warranty following complaints at their annual meeting; Britain's two biggest car auction firms—Southern Counties and Padley of Nottingham—have merged. . . .

# SWANS TOURS
ESTB 1920

## HOLIDAYS AT PRICES YOU CAN AFFORD!

| | | £ | s. | d. |
|---|---|---|---|---|
| BELGIAN COAST | 8 days | 9 | 19 | 6 |
| FRANCE (Paris) | 5 days | 11 | 17 | 0 |
| CHANNEL ISLANDS | 8 days | 15 | 0 | 6 |
| RHINELAND | 8 days | 16 | 9 | 0 |
| AUSTRIA* | 8 days | 16 | 11 | 6 |
| HOLLAND | 8 days | 17 | 2 | 0 |
| SPAIN* | 8 days | 18 | 18 | 0 |
| SWITZERLAND* | 8 days | 19 | 13 | 0 |
| ITALIAN RIVIERA* | 8 days | 20 | 6 | 0 |
| ITALIAN ADRIATIC* | 8 days | 20 | 9 | 6 |
| BRITTANY | 10 days | 20 | 12 | 0 |
| FRENCH RIVIERA* | 8 days | 21 | 6 | 0 |
| ITALIAN LAKES* | 8 days | 21 | 17 | 0 |
| SPAIN* | 15 days | 25 | 4 | 0 |
| ITALIAN RIVIERA* | 15 days | 25 | 18 | 0 |
| ITALIAN ADRIATIC* | 15 days | 25 | 18 | 0 |
| YUGOSLAVIA* | 10 days | 26 | 1 | 6 |
| FRENCH RIVIERA * | 15 days | 26 | 4 | 0 |
| SWITZERLAND* | 15 days | 27 | 14 | 0 |

*Second-class couchettes available at 12s. 6d. and 18s. 6d.

### SWANWING AIR HOLIDAYS
*(All week-end departures)*

| | | £ | s. | d. |
|---|---|---|---|---|
| BELGIAN COAST | 8 days | 11 | 8 | 0 |
| BELGIAN COAST | 15 days | 15 | 8 | 6 |
| FRENCH RIVIERA | 15 days | 36 | 9 | 6 |
| ITALIAN RIVIERA | 15 days | 36 | 10 | 6 |
| BARCELONA | 15 days | 37 | 17 | 6 |
| ITALIAN ADRIATIC | 15 days | 38 | 6 | 0 |
| SWITZERLAND | 15 days | 38 | 10 | 6 |
| AUSTRIAN TYROL | 15 days | 38 | 11 | 6 |
| PALMA | 15 days | 41 | 14 | 6 |
| COSTA BRAVA | 15 days | 42 | 8 | 6 |

### MOTOR COACH TOURS

| | | |
|---|---|---|
| Austria | 10 days | 20½ gns. |
| Spain | 10 days | 20½ gns. |
| Ostend, Brussels, Paris | 8 days | 21½ gns. |
| Five Capitals | 8 days | 24 gns. |
| Six Countries | 12 days | 29½ gns. |
| Italy | 12 days | 29½ gns. |

### GRAND ESCORTED TOURS

| | | |
|---|---|---|
| Grand Tour of Austria | 15 days | 47 gns. |
| Grand Tour of Spain | 15 days | 51½ gns. |
| Grand Tour of Yugoslavia | 15 days | 53½ gns. |
| Grand Tour of Italy | 15 days | 58½ gns. |
| Grand Tour of Sicily | 15 days | 63½ gns. |

*Apply for free copy of our 116-page illustrated booklet "Suggestions for Your Holidays." Over 4,000 holidays in 40 countries await your choice.*

## SWANS TOURS
260 (WE26), Tottenham Court Rd., London, W.1
*and Local Agents*
Telephones: MUSeum 8070 (15 lines)
*Swans Tours are Members of the Association of British Travel Agents (A.B.T.A.)*



## *THE PROGRAMME WITH A DIFFERENCE*

If you hate crowds and seek peace and solitude, consult our programme which is specially produced for individual travel.

In addition to independent holidays based in reduced-rate travel to sea-side resorts and famous cities, we also arrange pony trekking, fishing, watersports, sailing and mountain walking holidays throughout Europe.

Do not hesitate to write, call or 'phone for our comprehensive brochure.

## *LAIRDWAYS LIMITED*
DEPT. IND. 7
Prop. of: WORLD SPORT & TRAVEL SERVICE
*198, SLOANE ST., LONDON, S.W.1*
*BEL 6361*

## THE LEISURELY MOTOR TOURS
Mountain Hotels and Alpine Flowers
Venice, Italian Lakes and Dolomites
Moorish Spain and South Portugal
An Ideal fortnight in Portugal
Scandinavia: Fjords & Capitals
U.S.A.—California & the West
North Spain & the Pyrenees
Morocco, beyond the Atlas
Swiss Mountains & Lakes
Prague, Vienna, Budapest
Italy, the Perfect Way
Greece & the Islands
U.S.A.—in the Fall
Greece and Turkey
Sicily in Spring
(from 79 gns.) Ask for Brochure 'S'
**LAMMIN TOURS LTD.**
67, Blenheim Terrace, London, N.W.8
(ABTA)—Tel: MAI 4321 (or Agents)



# HOLLAND
## for HAPPY HOLIDAYS

HOLLAND OFFERS DELIGHTFUL HOLIDAYS AT REASONABLE COSTS . EXCELLENT SEA AND AIR ROUTES BY DAY AND NIGHT . COMFORTABLE HOTELS . EXCELLENT FOOD . GOLF . TENNIS . SAFE SEA BATHING . WORLD FAMOUS BULBFIELDS . ART GALLERIES . PUNCTUAL AND CHEAP RAIL SERVICES

**1961 : Keukenhof National Flower Show**
**Holland Festival**

*For information and literature, write to the*
**NETHERLANDS NATIONAL TOURIST OFFICE**

LONDON :
38 Hyde Park Gate, S.W.7
Tel.: KNIghtsbridge 6781 & 6782

NEW YORK :
1 East 53rd Street, New York 22
Tel.: Plaza 8-1866



★ ★ ★ ★ ★ ★ ★ ★ ★ ★

cornelder's *present*

. . . the original and delightful concept of river cruising, visiting Holland, Germany, France and Switzerland. The botels "Amsterdam" and "Arnhem" carry 60-80 passengers, with every comfort, through the beauties of the Rhineland, in 8 or 15 days of superb relaxation. Fares from London, inclusive of many excursions, from 43 gns. and 65 gns.—weekly departures from April to October.
Also "Holland in the Spring" cruises.

## cornelder's
114, Shaftesbury Avenue,
London, W.1
*Phone: GERrard 6336.* *Member A.B.T.A*

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

# A Horizon Holiday offers the Best of Both Worlds

What is your idea of a really good holiday abroad? Stepping into a different world; living a different life; talking a different language; exploring *for yourself*, on your own? Or is it enjoying the fun and excitement of being abroad as part of a group *with the help of experts who know the country from A-Z*—friendly people who'll explain, advise, arrange, and make everything easy?

Either way, a Horizon Holiday will suit you down to the ground. For the charm of going Horizon is that, once there, you can stay entirely on your own and still have our resident representative on the scene for you to call on as much or as little as you wish, whenever you wish.

**Why Horizon costs so little**
Either way you'll have a much finer holiday *at far less cost and trouble* than you could ever have if you made your own booking. Why? Because in 1961 Horizon has already booked over 1,000 complete flights saving you more than 35% on your air ticket. We have also booked, twelve months ahead, a tremendous allocation of the finest rooms at the best hotels for the entire season of May to October — you benefit by the most advantageous all-in rate. Horizon has brought the cost of a luxury continental holiday down to earth!

**Why Horizon is in a class by itself**
In 1949 Horizon pioneered all-inclusive air holidays to the magnificent Mediterranean. Horizon was the first to fly to Palma, the first to fly to Corsica, the first to fly to Portugal, Tangier, Torremolinos and other places. As you might expect, the first is often the best. With Horizon you fly on the most luxurious aircraft *(such as the famous Viscount)* with Britain's most experienced independent airlines. With Horizon you get V.I.P. treatment from hoteliers who are anxious to extend an old established association with Horizon. With Horizon you are certain of no compromise with quality

**15 DAYS in the SUN from 42 gns.**
all inclusive of air fares, hotels
No extras
CORSICA · TANGIER · SARDINIA
COSTA BRAVA · PORTUGAL · MAJORCA
SOUTHERN SPAIN · ITALIAN RIVIERAS
MINORCA · IBIZA · YUGOSLAVIA
SICILY · GREECE · AIR-COACH TOURS
See your Horizon accredited agent

**Horizon**

**FREE 132 PAGE HOLIDAY GUIDE**
This comprehensive full colour brochure answers all your questions about a Horizon Holiday. Note:—The all-inclusive prices are *really* all-inclusive: transport from London to airport, air journey, transport to your hotel, full hotel board, accommodation, service charges and the same transportation back. Airport taxes; coach fares; tips; THE LOT!

**SEND FOR FREE 1961 HOLIDAY GUIDE**
Please send me, without obligation, your FREE 132 page full colour guide to the Mediterranean by air containing over 300 photographs, illustrations, maps, and numerous letters from last season's clients.
NAME _____
*(Please Print)*
ADDRESS _____
_____
HORIZON HOLIDAYS LTD. (Dept.EX1)
17 Hanover St., London W.1. (Tel. No. MAY 2965)


**CONDITIONS OF SALE AND SUPPLY.**—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

# Baden-Wuerttemberg

## TRAVEL AND HOLIDAY COUNTRY IN GERMANY'S SOUTHWEST

It's a country of unusual and manifold beauty: The Black Forest, Lake of Constance, the serene Upper Suabia, the Suabian Alb, and the Neckar Valley praised in many a folk-song.

Its famous cities, both ancient and modern — Heidelberg, Stuttgart, Freiburg, Ulm, and Pforzheim, and restful spas of international renown — Baden-Baden, Badenweiler Wildbad, and Bad Mergentheim.

It's the homeland of Friedrich Schiller, Johannes Kepler, Gottlieb Daimler and Carl Benz, Graf Zeppelin and Robert Bosch.

And it's a haven of hospitality, with well-kept hotels and cosy wine-rooms, where "Gemuetlichkeit" is still at home.

**It's a vacation-land that will enchant you**

ready to welcome you!

All information through German Tourist Information Office, 6, Vigo Street, Regent Street, LONDON, W1

FULLY INCLUSIVE TOURS and also REGULAR SERVICES

*The Luxurious Swedish Coach Lines, Good Hotels, The best of Food, A Smiling Swedish Hostess*

FROM SCANDINAVIA TO ITALY, FROM GERMANY TO SPAIN—AND FROM LONDON, etc.

*Linjebuss Programme on application from :*

*U.K.General Agents :* BRINOR TRAVEL SERVICE
(The British and Northern Shipping Agency Ltd.)
Marlow House, Lloyds Ave., London, E.C.3.
ROYAL 3161 (29 lines)

BOOK YOUR HOLIDAY THROUGH

**PICKFORDS**

**TRAVEL SERVICE**

Booking Agents for all Principal Tour and Cruise Operators—Cooks, Poly, Frames, Lunns, Global, Overland, etc., etc.

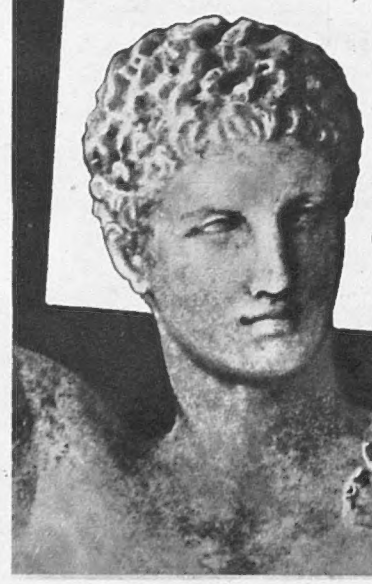
| *Specimen Offers—* | 8 days | 15 days |
|---|---|---|
| ITALY—Alassio - - | £25. 6.0 | £34.12.0 |
| Tremezzo - - | £24. 3.0 | £35. 7.0 |
| SPAIN—San Feliu - - | £23.10.0 | £31. 1.0 |
| MAJORCA—Palma - - | — | £30.17.0 |
| SWITZERLAND—Lucerne | £23.17.0 | £35. 1.0 |
| BELGIUM—Ostend - | £14. 7.0 | £22. 7.0 |
| FRANCE—Nice - - | £25.14.0 | £37.10.0 |
| PORTUGAL—Lisbon - | — | £62.12.0 |

Chief Booking Office
**205 High Holborn, London, W.C.1**
Tel. No. HOL 4399
BRANCHES EVERYWHERE
SEE TELEPHONE DIRECTORY
*Pickfords are members of A.B.T.A.*

Let's go on an
# OLYMPIC
cruise–this Spring!

Seven magnificent 14-17 day cruises by the famous white **AGAMEMNON** from Genoa & Venice between March 5th & June 17th

*visiting* **GREECE and the GREEK ISLANDS**
YUGOSLAVIA · TURKEY · EGYPT · BLACK SEA
TUNISIA · MALTA · MOROCCO



Also regular fast services by the sister ship ACHILLEUS to GREECE CYPRUS · LEBANON and EGYPT

*All sailing dates, itineraries, fares from Travel Agents or*
*OLYMPIC CRUISES S.A*
General Agents: *LAMBERT BROTHERS LTD.*
95 Leadenhall St., London, E.C.3. AVE 2000
or 141 New Bond St., London, W.1. HYD 7262

*The Best Pick-me-up!*
**UN-BOTTLED SUNSHINE**
70 ATTRACTIVE SEA-TOURS ARRANGED BY THE SPECIALISTS SINCE 1933
21/210 days from £65 to from £777, including
3/5 weeks CANARIES £65/£105.
4/6 weeks FRENCH WEST INDIES £155/£210.
5/7 weeks 5-20 PORTS INC. MEDITERRANEAN £120/£175.
8/10 weeks CUBA, MEXICO, U.S. GOLF & N.W. CON. PORTS £200/£280.
9/30 weeks WORLD TOURS £256/£1200.
14/18 weeks ORIENT £255/£450.
**Also OCEAN PASSAGES**
everywhere i.e., N.E. Canada & U.S. from £49 & £54 emigrants (Air £60).
Orient/Australasia from £130 etc.
**INFORMAL TRAVELS LTD.,**
45, QUEENSWAY, LONDON, W.2.
BAYswater 1592/8084/2826

# HEBRIDEAN CRUISES

12- and 14-day Cruises by 80 ft. Motor Yacht

**TO WESTERN ISLES & LOCHS**

Fully inclusive fare (from Glasgow) from 54 & 61 gns.

Also 8-DAY CRUISES (May only) from 28 gns.

*Write :*
**BLUE WATER CRUISES LTD.**
**Dept. SP, 111 Union Street, Glasgow**


Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 13-15, John Adam Street, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88-90, Old Kent Road, London, S.E.1.
SATURDAY, JANUARY 7, 1961. Second-Class Postage paid at New York, New York.

# IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

*Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor,* THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

WEATHER VAGARIES are hazards that travellers must be prepared to face the world over. Those visiting the West Indies may encounter a typhoon, winter sport enthusiasts have their spirits dampened by lack of snow or a surfeit in the form of avalanches. My apologies for ventilating such forebodings at the commencement of a New Year, but I pen this in early December when both in Britain and elsewhere we have experienced rainfall in excess of anything since records were first kept; perhaps the most prolonged deluge since the Flood !

Yet I am by no means despondent. By the law of averages we may look forward in 1961 to a delectable spring, a sun-tanning summer and in the Fall, a golden autumn.

Whatever the weather vagaries—and we still have winter to get through—I want to make this point. British hotels, by and large, are the most comfortable in the world, because they have been designed to contend with the many climatic changes that we experience week by week and even day by day.

Of course, I am fully aware that there are some holiday hotels only open during the summer months where lounge space is too limited should there be a wet spell, but these are no worse than many Continental hotels I have stayed at which have provided nowhere to sit except in a bar or restaurant.

In lauding British hotel comfort I am happy in the knowledge that whatever the weather conditions are without, I can travel from any part of Britain to another and be sure of comfort, warmth and the right kind of food and liquid refreshment to face with resolution the hazards of the road.

During the last twelve years or so, there has been a tremendous upgrading in British hotel standards and I now have the answer to anyone who fires at me a challenging question, such as the late Barry Neame once did. "Tell me," he said, "one decent place where I can be sure of getting a good meal between here (The Hind's Head, Bray) and Land's End."

My reply to anyone who seeks such information to-day is as follows: STAINES—*The Pack Horse* in Thames Street has earned the coveted rosette for good food. A Simonds hotel. On the A.30. London 18 miles. 14 bedrooms. Tel.: 52041.

SUNNINGDALE—*Sunningdale Hotel.* Tel.: Ascot 208. London 24 miles. Also on the A.30. 10 bedrooms. Another Simonds hotel where good food standards are practised.

BASINGSTOKE—*Red Lion.* Tel : 1271. A Simonds hotel *in the town,* so do not be allured by the by-pass. 16 bedrooms, similar catering standards and plentiful car-parking space at the rear of the hotel. London 47 miles.

Here one proceeds westwards by the A.30 or the A.303. On the A.30 note particularly WINTERSLOW—*The Pheasant.* Tel.: 374. London 79 miles. Salisbury 7 miles. This roadside hotel has been well and truly placed on any gastronomic map of Britain, thanks to its resident proprietor, Mr. W. A. Bowcher. Others already have wind of this delectable bird, so telephone ahead for a table reservation.

SALISBURY can offer a number of comfortable hotels and restaurants for a meal or the night, and the following can be considered. *Haunch of Venison.* Tel.: 202411 (meals only); *Rose and Crown,* HARNHAM, Tel.: 205011; *The King's Arms,* St. John's Street, Tel.: 241311; two comfortable inns under the ægis of Ushers, and the 54-bedroomed *White Hart,* a Trust House.

The Trust House signboard is ever a welcome spectacle, and proceeding westwards on the A.30 *The Pembroke Arms,* WILTON (Tel.: 3127), three miles beyond Salisbury, and *The Grosvenor Hotel,* SHAFTESBURY (Tel.: 2109), are worthy members of the group.

Sixteen miles beyond Shaftesbury brings one to SHERBORNE, where the 30-bedroomed *Digby* (Tel.: 23), while not pretending to cater for the epicurean, does provide warmth, a solid type of old-fashioned comfort, good food and cellar.

Now let us see how the wayfarer is catered for on this A.303 route to the west. For a country alternative to Basingstoke, the small *Beach Arms,* at OAKLEY (Tel.: 210), is worthy of mention. A junior member of the Catering Houses Limited group, one can be sure of good value for money both in catering and accommodation.

Twenty-eight miles on brings us to the *Avon Hotel,* AMESBURY, a charming 20-bedroomed country-house style of hotel, now a member of the Trident Hotels group.

Another 25 miles on brings us to the mellowed Wiltshire township of MERE, where the *Old Ship* (Tel.: 258) is now in full sail, so far as good food and accommodation is concerned. For this, we must thank the catering firm of Goodhew's, who took the hotel over eighteen months ago.

Should you want to stay in or near WINCANTON, turn off for a few miles on the Castle Cary road, which will bring you to *Holbrook House Hotel* (Tel.: 2377), an elegant country house, where Mr. and Mrs. Geoffrey Taylor have, over a period of years, established an international reputation for good hospitality.

The A.303 and A.30 conjoin eight miles on the London side of Honiton. Here the westward-bound travellers have three choices according to their tastes. *Monkton Court Hotel,* MONKTON (Tel.: Honiton 309). A mullion-windowed country house standing back from the A.30 two miles out of Honiton. Open all the year and centrally heated. The two lady owners make transient visitors very much at home and provide meals which reflect the output of the farm.

HONITON—*New Dolphin Hotel.* Tel.: 677. A classic example of an old coaching inn brought up to modern conceptions of comfort and catering. Here first quality *table d'hôte* and *à la carte* meals are available during extended hours. Near HONITON—*Deer Park Hotel* (Tel.: 64), on the Exeter side of the town about a mile off the A.30, quietly and picturesquely situated, catering and comfort are here closely allied.

And these recommendations cover but two-thirds of the journey.

*(To be continued.)*


**BATH, Somerset. LANSDOWN GROVE HOTEL**
standing in own beautiful grounds, distinctly individual, with an appeal to all irrespective of age. Every comfort and excellent cuisine. Delightful cocktail bar and grill room. Week-end dancing. Garage. Tel.: 5891/2/3.

**BOURNEMOUTH WEST. BOURNE HALL HOTEL**
In a key position for sea, shops and shows and with moderate terms. Private baths, lift, delightful garden, hard tennis courts, billiards. Games Room and Ballroom. Lock-up garages. Tel.: Westbourne 63333.

**CHELTENHAM, Glos. ELLENBOROUGH HOTEL**
Centrally yet quietly situated, this family hotel will appeal to those appreciative of their creature comforts in a friendly and efficient environment. Tel.: 2571.

**EXMOUTH, S. Devon. ROYAL BEACON HOTEL**
A 35-bedroomed, moderately priced, family hotel—always open, always busy. Sunny, warm, friendly, quietly yet centrally located. Tel.: 264111.

**LONDON, N.W.4. HENDON HALL**
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Putting, Swimming Pool. Adjoins Golf Club. Sunnyhill 3341.

**MALVERN. MONTROSE HOTEL**
Quiet, homely, honest fare. Amidst exhilarating air, unspoilt scenery and the Spring blossom. Write resident owner, A. H. Street. Tel.: 335.

**MEVAGISSEY, Cornwall. TREVALSA COURT HOTEL**
on the outskirts of a famous fishing village. Magnificent coastal scenery, a pleasant garden, comfort, warmth and quality food. Tel.: 2168.

**MULLION, S. CORNWALL. POLDHU HOTEL**
for Spring holidays at special terms. Overlooking sandy cove. Holiday Golf. Tennis. Private Baths. TV. Billiards. Fresh farm produce. Licensed. Tel.: 339.

**ST. IVES, CORNWALL. ST. IVES BAY HOTEL**
(52 bedrooms, some with private bath) occupies commanding position overlooking sea and sands. Dancing, tennis, garage. Golf and Riding Stables in the vicinity. Children very welcome.

**ST. MAWES, S. Cornwall. HOTEL TRESANTON**
Small and first-class in a sub-tropical garden setting overlooking sea. Excellent food and service. Club Bar. Open now. Tel.: 322.

**SALCOMBE, South Devon. TIDES REACH HOTEL**
on the crest of the wave for outstanding food and wine. Private baths and balconies. Safe bathing, boating, fishing. Adults only. Inclusive daily terms from 48s. Tel.: 288.

**SIDMOUTH, Devon. THE BELMONT**
First-class, fine seafront position Noted for catering, refined comfort and unostentatious service. Many bathrooms communicating. Lift. Fully licensed. Tel.: 1555.

**SIDMOUTH, S. DEVON. VICTORIA HOTEL**
R.A.C. ****, A.A. Fully licensed, with excellent cuisine, including *à la carte*; bedside radio, dancing and full sporting amenities, this hotel can offer real comfort, special Winter terms. Tel.: 951.

**STROUD, Glos. THE BEAR OF RODBOROUGH**
Holiday or business ? Our situation will suit all. Hunting, golf; close Gloucester, Bristol. First-class cuisine and cellar. Tel.: Amberley 3122.

**TROON. THE MARINE**
One of Scotland's finest hotels, facing the Firth of Clyde and near the lovely Burns' country. Modern, luxurious, furnished for ease, comfort, and relaxation. Five famous golf courses, sands, safe bathing. Tel.: 980.

**WELLS, SOMERSET. THE STAR HOTEL**
in this ancient cathedral city radiates warmth and hospitality. Good English fare and vintage wines in an old-world atmosphere. Tel.: 3055.

**WESTONBIRT, Nr. TETBURY, GLOS. HARE & HOUNDS**
An aristocrat among Cotswold hotels for comfort, service. Tennis, Squash, Golf and famous Arboretum adjoining. Near Wild Fowl Trust. Tel.: 233.

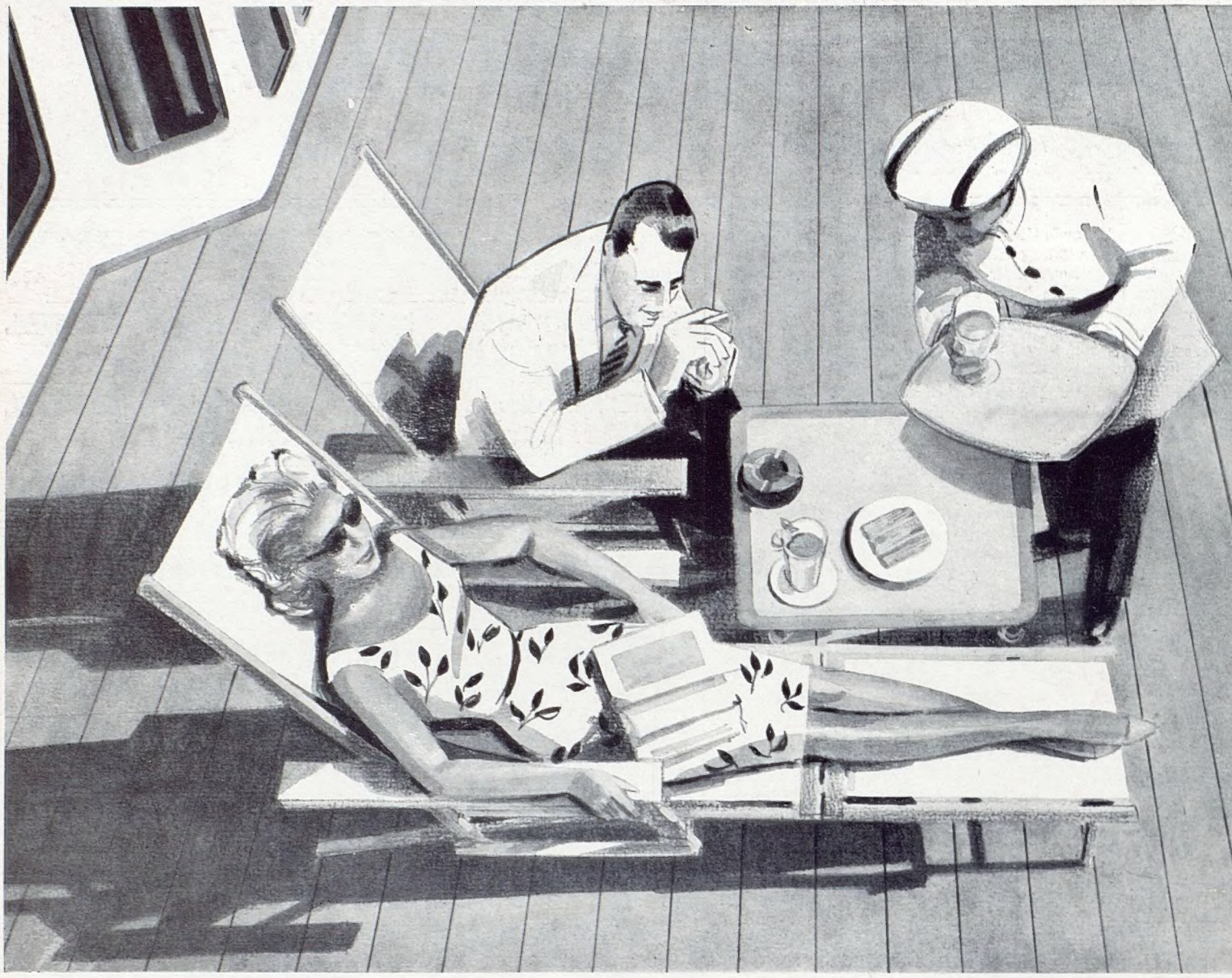
**WEXFORD, IRELAND. TALBOT HOTEL**
Touring motorists note this modern hotel near Rosslare and sands; complete in comfort and accomplished in cuisine. Private baths. Tel.: 36.

**THE HOLIDAY BUDGET**

It is cheaper to holiday in Britain. No expense of air, rail or sea journeys, no State, Municipal, Kursaal or other taxes. And here in the magical curve of Torbay we offer you inclusive and reasonable terms based on the particular accommodation you seek. Let it be also emphasised that we provide free golf, squash, tennis, sea bathing, nightly dances and billiards for our visitors.

**THE GRAND HOTEL, TORQUAY**
Tel.: 25234.

Always a good address for the family holiday. Detailed information with pleasure from General Manager.

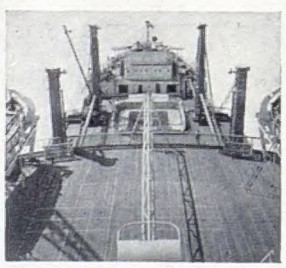



# To South Africa THE ELLERMAN WAY

Of course it's luxurious, but it isn't just luxury on ELLERMAN ships. As you step inside your own cabin-suite you enjoy a pleasant feeling of well-to-do well-being. Very soon, you experience a new kind of service from the ship's company, almost old-world in its courtesy and attentiveness. Our passengers (many of whom are experienced world-travellers and good judges in this matter) tell us that our ships' cuisine is equal to that of any five-star restaurant anywhere. Fine ships and fine service, maintaining a fine tradition of quiet competence . . . this is the ELLERMAN way to South Africa.

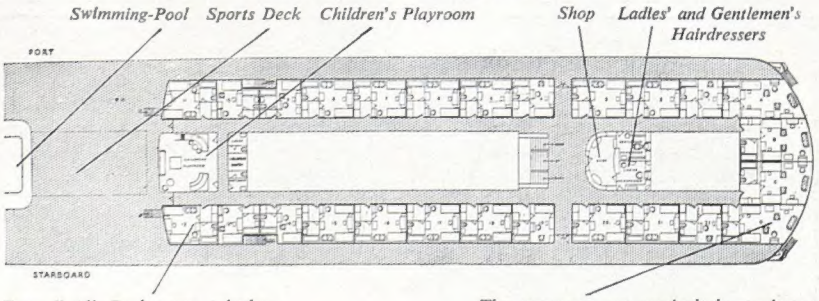
*A typical double room on "The City of Exeter." Cabins on Ellerman ships are on either "A" or "B" decks . . . light, airy and beautifully appointed.*

*The "City of Durban" restaurant spans the full width of the ship and seats all passengers at one service . . . providing a cuisine for which Ellerman ships are renowned.*



*The Sports deck on the "City of Port Elizabeth": all "City" class passenger ships on the South Africa run have a swimming-pool drawing-room and library.*

"A" DECK ON A "CITY" CLASS SHIP




*Every "A" Deck room, whether "single" or "double," has a private bathroom and toilet* en suite.

*The staterooms are particularly spacious and luxuriously furnished with every requisite for comfort and convenience.*

The service is maintained by the T.s.m.v. *City of Port Elizabeth, City of Exeter, City of York,* and *City of Durban,* each accommodating 100 passengers in single and double rooms (with removable Pullman berths for children). These ships afford superb passenger amenities. All rooms have windows or portholes and there are electric fans in addition to mechanical ventilation.

Approximately every fourteen days an Ellerman "City" class ship sails for South Africa, Lourenco Marques and Beira. Passage rates are competitive . . . an outside double room, for example, with private bathroom *en suite*, is £155 per adult (£125 per adult on a 12-passenger vessel). Full information can be obtained from Ellerman Lines, Passenger Office 29/34 Cockspur Street, London, S.W.1, or from all Shipping and travel agents.

**ELLERMAN Lines** *serve the world*